

# The Hongkong Telegraph

(ESTABLISHED 1881.)

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October 3, 1914, Temperature 6 a.m. 78, 2 p.m. 65, Humidity 65.

October 3, 1914, Temperature 6 a.m. 77, 2 p.m. 70, Humidity 86, 80.

WEATHER FORECAST  
FINE.  
Barometer 30.03

2924 號四十八年寅甲

SATURDAY, OCTOBER 3, 1914.

大甲 號四十八年寅甲

SINGLE COPY 10 CENTS  
\$36 PER ANNUM.

## TO-DAY'S LATEST WAR TELEGRAMS.

### VIGOROUS BOMBARDMENT OF ANTWERP.

### GERMANS RETIRE IN DISORDER AFTER FIGHT WITH BELGIANS.

### A Violent Engagement Favors the French.

### RUSSIANS MAKE BRILLIANT PROGRESS.

[Reuter's Service To "The Telegraph."]

### Enemy Retires in Disorder Leaving Many Killed and Wounded.

Oct. 2, 2.40 a.m.

From Antwerp it is reported that the Germans bombarded the fortress all Wednesday night. The forts replied vigorously. The artillery duel continued until morning along the whole front, Fort Waelhem being the chief object of the German attentions.

The Germans re-entered Malines, which the Belgians bombarded.

There was a two and a half hours' fight south of Rumpst; the Germans retired in disorder, leaving many killed and wounded.

### EARLIER TELEGRAMS.

### Japanese Attack on Tsingtau.

Oct. 1, 9.10 p.m.

A Tokyo telegram says the artillery duel at Tsingtau continued yesterday. The Japanese siege guns sank a German destroyer and one Japanese mine-sweeper was blown up and another damaged. There were twenty-three killed and wounded.

German warships severely cannonaded the Japanese positions to-day and two officers were killed.

### Russian Operations Developing Brilliantly.

Oct. 2, 11.50 a.m.

A Petrograd message says the Russian operations are developing brilliantly.

A communique announces that the enemy continues to be driven from the borders of the Sowlaki and Lomza Governments. The fighting is especially determined west of Symno.

The Germans who attacked Osowetz are retreating precipitately northward.

The enemy is massing his forces in the Petrokoff and Kialoe districts, the Russian cavalry frustrating the enemy's movements by vigorous attacks.

### Allies Make Further Progress in Argonne.

Oct. 2, 2.20 a.m.

An official communique issued in Paris at eleven in the evening says:

There is nothing particular to report except from the Roye region, where a violent engagement fortunately turned in our favour, and from Argonne, where we made some fresh progress.

The general impression remains satisfactory.

### Belgians Demolish German Batteries.

Oct. 2, 3.40 a.m.

An Antwerp official message states that after a prolonged cannonade yesterday, the enemy in the evening advanced against Forts Wavre and St. Catherine, but darkness rendered the attack abortive.

Some German batteries in the course of the day ventured too near the forts and were demolished.

## TELEGRAMS. SHOOTING ON NATIONALISTS. ROYAL COMMISSION'S FINDINGS.

[Reuter's Service To "The Telegraph."]

London, Received Oct. 2.

The Royal Commission to enquire into the gun-running affairs on July 26 has come to the unanimous conclusion that the police and military were illegally employed. Assistant Police Commissioner W. V. Harrell alone was responsible, but the Commission blames General Cuthbert for complying with Mr. Harrell's call, as there was no ground for military intervention.

[On July 26, Nationalist Volunteers were returning to Dublin after a successful gun-running feat at Howth, when they were stopped by soldiers and police at O'Connell Bridge, when several more persons were wounded, including three women. Later it was announced that two people were killed and 48 injured in the affray.]

### GERMANS IN ENGLAND.

The following letters appear in the *Globe* of August 28:

Innocent and Guilty.

May I number myself amongst those who entirely approve of the view you take, and the counsel you give in your excellent paper.

The residence of so many thousands of Germans in our midst is a real source of anxiety and danger. And it would be a genuine relief if they were either placed under guard or deported, or in cases of resistance actually imprisoned. Some no doubt are innocent and harmless, but in these circumstances the innocent must, as so often, suffer for the guilty. It is sheer madness to be soft and tolerant in the face of a deadly and an utterly unscrupulous foe. Christian charity contains a certain amount of common sense, or else it degenerates into folly or worse.

A SUFFOLK CLERGYMAN.

Only One Way.

Let us remember that we have in England a quarter of a million of the common enemy. It is impossible to imagine a greater set of folly than to permit any of this horde to roam at will in our midst, possessing practically the same unrestricted liberty as ourselves—and bear in mind, a liberty which the wildest possible stretch of a sympathetic imagination cannot possibly hope would be used for the personal good and safety of ourselves, their sworn enemy.

I note that those Germans who behave in a suspicious manner are arrested, but in five cases out of six, upon some plausible explanation, are again set at liberty. The clever spy and the one most to be dreaded is he who does not act in a suspicious manner. There is only one way of dealing with this foe in our midst, and that is to concentrate them all, no matter what their age or position in life may be, in one or more huge camps with a strong military guard. There are many small islands in the United Kingdom that could be utilised for this purpose: the expense should not and must not be considered.

MAIDLEIGH DUDLEY

In the event of a Raid, Many Englishmen will be grateful to you for your attempt to conquer the extraordinary apathy with which the nation appears to regard the presence in our country of a host of German

and Austrian enemies. That such indifference amazes our American friends is proved by the letter in your issue over the signature of "E. W. Carleton."

The allies whose conduct he describes doubtless find it to their advantage to enjoy the hospitality and security afforded them by residence in this country rather than that offered by their own. What would be their attitude towards us if a successful raid upon our shores by the enemy gave them opportunity? We need not labour the point. Their potential activity now necessitates the employment of a large number of men to guard our waterworks and railways; yet the Press is inclined to instruct us that we must treat these persons with every courtesy and consideration. Surely a means could be found to isolate and guard the enemy aliens in London who, owing to their numbers and disposition, constitute a great danger.

Westminster. S.G.L.

The War on German Trade.

Considered by our country as too old to engage in military operations, we should yet like to do our part in the war upon German trade. We suggest that it would be facilitated if manufacturers were able to obtain first-hand information with regard to German goods sold in this country, and were placed in touch with those who have hitherto handled them.

There must be many hundreds of agents and travellers hitherto dealing with German imports, but now out of employment, who are eager to get to work again and make commercial use of their knowledge and experience, if they knew how to do so. It seems essential for success that co-operation between the agent and the manufacturer should be obtained.

We shall be pleased to act as a channel of communication. If agents and travellers formerly handling German goods care to write to us, stating as clearly and as briefly as possible the goods they handled, we shall be glad to hear from them. Particulars should state if samples can be furnished for the inspection of manufacturers, the probable quantity which could be handled, and district covered. We will then put them into communication with manufacturers who are prepared to supply the goods needed, thus giving both, and many others, the employment now lacking.

We have no connection with trade, direct or indirect, our object being to furnish a means by which manufacturers and agents can be placed in communication with each other without delay.

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### WAR ANECDOTES.

#### Brave and Cheery France.

"A belle guerre bon visage!" says a French proverb, and this time again the French nation has shown her traditional qualities of bravery and cheerfulness.

You could tell by thousands of cases of obscure heroism which happened on this beautiful Sunday, the 2nd of August, the first day of the mobilisation.

An artilleryman, with his bag slung across his shoulders, taking leave of his family in the middle of the street.

"Do not cry! I will send you a postcard from Berlin!" Another says by way of a joke to his father: "I have taken a key with me to wind up their clocks."

Very reasonable also is this reflection of a "camelot" to the policeman who wants to arrest him: "O'est bien! O'est bien! Have a little patience. I am going to-morrow!" and that is said with a smile!! The smile of the moto-taxi chauffeur whom a lady had at last succeeded in stopping in the street, and who at once had the repartee: "Do not keep me too long, I have to 'join' on Monday!"

Everybody tries to conceal his emotion, and show until the last moment a good countenance.

A mother with her two daughters accompanies her son to the train. The brave woman tries to smile; but the supreme moment has arrived. The "petit soldat" takes his place in the wagon. A whistle, and the train starts slowly. The young man, at the window, waves his square-striped handkerchief, in sign of farewell, of last farewell perhaps. This time it is too much for the poor mother. She bursts out crying. But one of the girls pushes her quickly: "Ne pleure pas maman, il pourrai encore nous voir!"

"Do not cry, mamma, he might perhaps see us still!"

In such moments, sublime words of simple beauty are not the appanage of poets alone. Poetry then belongs to everybody, like courage. Really all those people were admirable in their calm, and good humour, and an old gentleman who had taken part in the 1870 war expressed well the general impression when he said: "What a fine Sunday! Certainly it was not like that last time!"

#### The C. G. T. and the War.

The socialist and antimilitarist "Confederation Generale du Travail" has promised the French Government every possible assistance and is going to deal severely with any of its members who may interfere with the orders of mobilization. It was a comforting scene, says a Paris newspaper, to see the other day the "terrible citoyen" Jouhaux, editor of the "Bataille Syndicaliste," collaborating fraternally with the gentle and mild-looking Mgr. Odolin, secretary of the Paris archbishop.

London, Aug. 20.

A wounded French infantry captain at Dinant is quoted by Mr. G. H. Perris in the *Chronicle* as saying: "We were barely two companies strong when we got the order to advance and clear a position for our artillery."

Within a few seconds we were close upon them, their quick-firers ploughed through our ranks, but we went on, and when a second company came to our aid there was a new hecatomb on the German side. Our comrades, though new comers, did not hesitate. Their captain, struck by a ball in the chest, could just give his papers to his lieutenant as he fell, saying, "Take these to my wife and say farewell for me. Then I remember no more, for a fragment of shell struck me."

#### Some of War's Horrors.

I visited the scenes of recent fighting. All human bodies had been buried in a common grave, covered with a layer of lime and clay. But under the scorching sun, the carcasses of the fallen horses lay scattered over the field and along the roads. A detachment of soldiers of the line is obliged to guard a hollow-road at the point, says the *Standard*, where the Brussels correspondent of the *Standard* They have made a kind of mask from their red handkerchiefs covering the greater part of their faces, and defend themselves as much as possible against the breathing of the infectious air, and against the stink of the dangerous inhabitants of the carcasses. Every-where trenches have to be made, in

which the men are stretched out. They look healthy and in good spirits. They are impatient of waiting and anxious to face the enemy again. "Powder is more intoxicating than Lambic," (Belgian beer) said one of them.

At Berdingen the resistance was equally praiseworthy. In a trench where seven cavalymen were making a great fight, says Mr. Ernest Smith in the *Daily News*, Lieutenant Count Volfgan d'Ursel was struck by a bullet in the head and fell. His companions pressed round him. "I have got my account," he said. "You leave me and do your duty." He breathed his last a little later. At this point two Belgian squadrons, totalling 240 men, showing magnificent bravery, were holding 2,000 Germans!

#### Teuton Methods and Manners.]

Letters written by German soldiers at the front are quoted by the Paris correspondent of the *Morning Post*, who says the chief things they think about are eating and drinking. One man writes: "We have no need of money, but simply take what we want." Their method is explained in greater detail thus: "If Monsieur le Francais won't give, we shove a revolver under his nose. We make no bones about it, so that he can be quite sure the Germans are there." Thanks to this system the Germans want for nothing. Another writes: "The first village we came to after crossing the frontier has been completely destroyed. It was a mournful, though pleasant sight. All French civilians are shot if they even look hostile or suspicious. 'Everyone is shot, men and even young boys.' Again, 'I have seen three convoys of prisoners, French peasants. All are to be shot.' In another letter: 'We have shot inhabitants between the ages of fourteen and sixty, and bagged thirty head.' In a score of letters such phrases constantly recur as that: 'Everyone has been shot. There is not a living inhabitant left except the women.'

#### Grim "Playing at War."

Describing the fighting at Tilemont, the Brussels correspondent of the *Times* says: "The big guns shelled the place and the cavalry played at war by attacking the flying and panic-stricken populace, shooting and 'sticking' them at random. About five miles from the town two trains were made up and fully a thousand refugees got away. Never have I seen such a picture of woe as a peasant woman and five children who stood bewildered in the Place de la Gare here, all of them crying as if their hearts would break. It was a terrible story the woman had to tell. 'They shot my husband before my eyes,' she said, 'and trampled two of my children to death. I am the mother of nine, and I have only five with me. Two others are lost.'

#### Go and Avenge Your Mother.

The spirit which animates France in the war with Germany is well illustrated by an incident which occurred when Mme. Michel, wife of General Michel, the Governor of Paris, was superintending the work of a soup kitchen for the poor in the Champs Elysees, says M. Alphonse Courlander in the *Figaro*. An old woman, eight of whose nine sons are at the front, appeared, and Mme. Michel began to comfort her. The old woman interrupted her, saying proudly:—

"I need no encouraging words. I was kicked by the Prussians in 1870. I have never forgotten it, and to each of my sons my farewell words were:—  
"Go, and avenge your mother!"

## TELEGRAMS.

### NEWS FOR BUSY MEN.

#### CONDENSED.

The Germans have re-entered Malines.

In the Roye region, a violent engagement has turned in favour of the French.

German batteries bombarding Antwerp ventured too near the forts and were demolished.

The Germans continued all Wednesday night to bombard the Antwerp forts, which replied vigorously.

In a fight south of Rumpst the Germans have retired in disorder, leaving many killed and wounded.

The annual statement of the Governor of the Straits Settlements is outlined in a special cable.

The Royal Commission on the Irish gun-running affairs finds Assistant Police Commissioner Harrell responsible, but also blames General Cuthbert.

#### NEWS.

Further war news from various sources is given to-day.

Further notes on the origin per on page 4.

In place of our short story we are giving a page of war articles to-day.

"Our Contemporaries" appears on page 2, commercial news on page 3 and log book on page 6.

Hongkong Twenty-five Years Ago appears on page 4 under the heading "1889."

General news and some information regarding the war and shipping appear on page 3 to-day.

Last evening medals were presented to members of the Institution of Engineers and shipbuilders for the contribution of papers.

### DON'T FORGET.

#### TO-DAY.

Bijon Theatre 8.15 p.m.

Victoria Theatre 8.15 p.m.

#### TO-MORROW.

Bijon Theatre 8.15 p.m.

Victoria Theatre 8.15 p.m.

Monday, October 5.

Opening of Hongkong Turkish Bath and Toilet Company's Turkish Baths.

Sale of Crown Land P.W.D.—

3 p.m.

Friday, October 9.

Measrs. W. Powell Ltd. Meeting of Shareholders—noon.

Saturday, October 10.

Amateur Boxing Tournament at City Hall.

Meeting of Shareholders of the Dairy Farm Co. Ltd.—12.15 p.m.



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Hongkong, 16th August, 1910

## LESSONS IN CHINESE.

**MR. LI HON FAN**, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 39 Cochrane Street, 1st floor.

Hongkong, 29th Jan., 1912.

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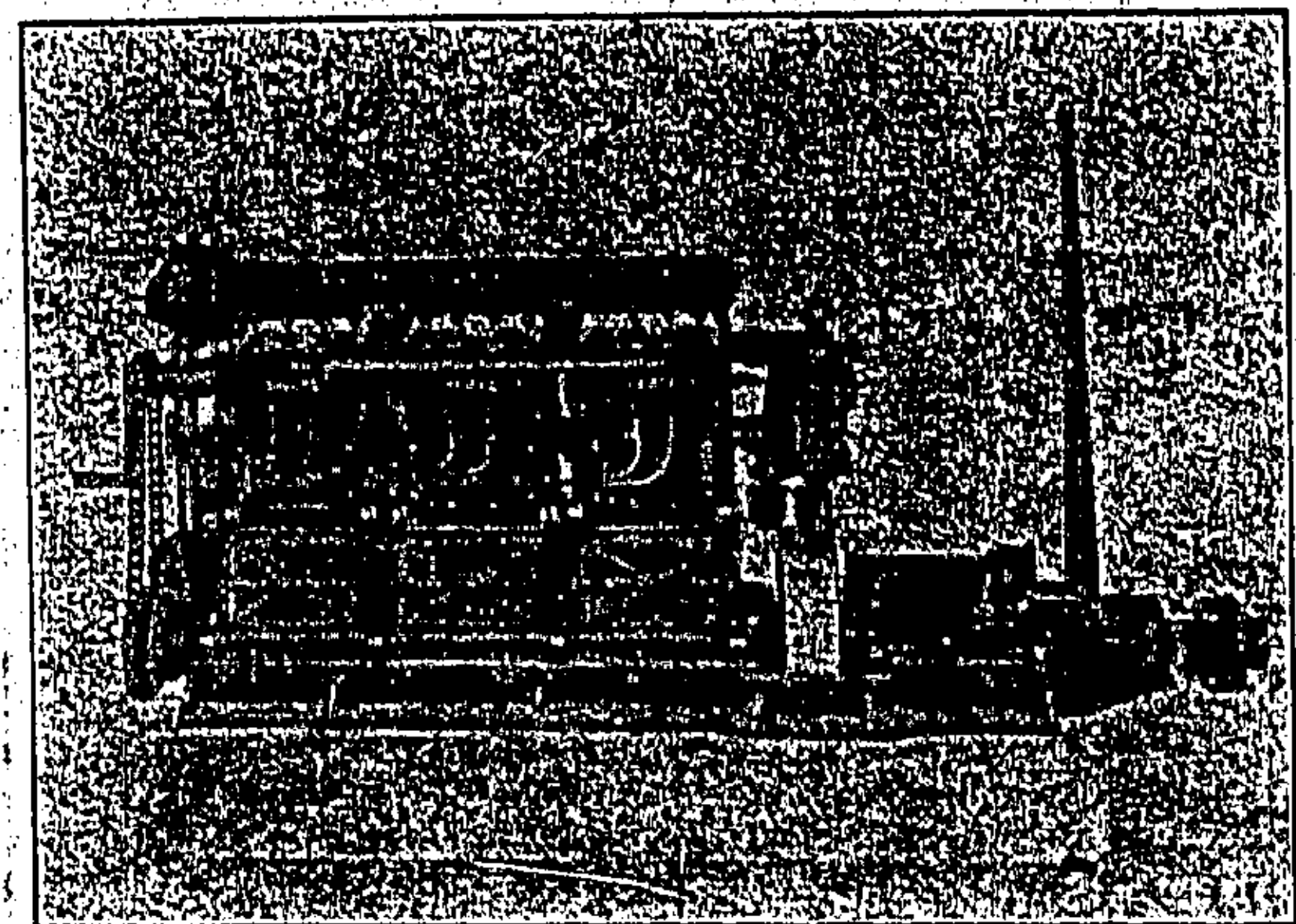
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South China Morning Post.

### The Saturday Holiday.

The men will cling to their concession and the women folk will continue to make war on the privilege which, according to their light, only affords weak man further opportunity to scatter his earnings in the fields or halls of pleasure. It is a remarkable fact that the complaint from the women of the cantons of Zurich, St. Gall, and Berne is also loud and strong. There the "English Saturday" has been tried on a small scale for some years by large private firms for the benefit of their employees, but the daughters of Eve are up in arms because the respite from work is too long. The holiday begins at noon on Saturday instead of, as from time immemorial, on the Sunday, when all the theatres, concert halls, cafes, etc., are open, and the principal sporting events take place. The struggle over the Saturday half holiday on the continent is of intense interest to Britishers, who value the relief from the toil of the week as essential to their physical welfare.

Daily Press.

### Gold Coast Conditions.

It is doubtful if the Gold Coast conditions of service will obtain much longer, for Sir Hugh Clifford, the present Governor, has exposed the legend of the lethal reputation of the Colony and has told an audience at the Colonial Institute that the climate is no more unhealthy than the climate of the Malay Peninsula or Ceylon. Sir Hugh speaks from an experience of twenty years in the Malay States, and five years spent as Colonial Secretary in Ceylon. He compares meteorological statistics and declares that both as regards heat and the much more trying quality of humidity, the "hot, damp" climate of the Gold Coast, as it is known at its worst on the seashore and in the moist forest belt, is a considerable improvement upon what is met with in similar localities in Ceylon, and no impartial person who has lived in both places, he says, can entertain a doubt as to which is the preferable of the two climates. Sir Hugh Clifford further points out that although certain reference books describe the Gold Coast as "very malarious," the percentage of deaths from malaria in the Gold Coast is not only relatively but actually much smaller than that shown in Ceylon and the Malay States.

China Mail.

### The "Man in the Street" and Science.

Scotland has been doing honour to the memory of one of her greatest sons—John Napier of Merchiston near Edinburgh. Three hundred years ago there appeared a small quarto volume entitled "Mirifici Logarithmorum Canonis Descriptio" whose influence upon the development of mathematics it is difficult to over-estimate. It was the first of a set of logarithm tables, and was the evidence of a new thought and a new power, destined to revolutionise arithmetical calculations. Scotsmen, justly proud of this achievement of John Napier, to whose genius this progressive movement was due, therefore recently invited the representatives of the mathematical societies of all nations to assemble at Edinburgh in commemoration of so significant an event.

Doubtless some of those who accepted the invitation have made us see Napier's work in a brilliant and convincing light, observes a writer in "Engineering," but it is a difficult task to demonstrate to the "man in the street" wherein lies Napier's claim to the gratitude of the world.

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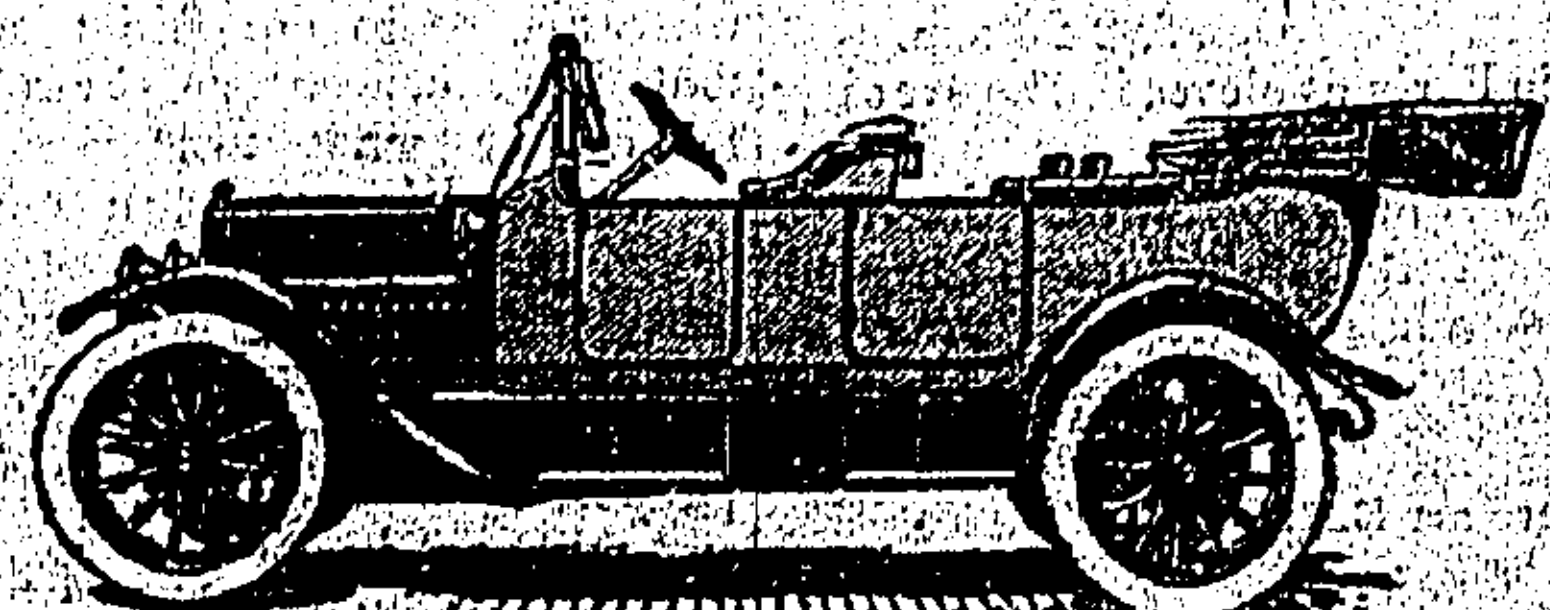
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## GENERAL NEWS.

**King George Busy.**  
Few people realize the enormous amount of work the present crisis involves on the King and his personal attendants. His Majesty has to be accessible to his Ministers at all times during the day, and on several occasions during the night. This makes it practically impossible for him to leave the palace, with the result that his exercise is confined to walks in the grounds and an occasional game of lawn tennis with one of his equerries. The King is naturally kept well informed of the latest developments, as the palace is in direct telephonic communication with all the Government offices; besides, there is a special service of messengers constantly going to and from the War Office and the Admiralty, the latter keeping him informed of every movement of the British Fleet. In addition, copies of all the London dailies are sent to the palace by the court newspaper as soon as they are published; these, as far as time permits, the King peruses himself, while those he is unable to see are glanced at by one or other of his assistant secretaries, who draw his attention to anything of particular interest. In an ante-room attached to the private secretary's room (Lord Stamfordham's) are the typewriters, and it is here that all the members of the Royal Family are frequently to be found awaiting the latest general news.

**Campers and Snake Bites.**

Of all the calamities liable to befall us on a camping trip that will test our nerve, perhaps the worst is to be bitten by a snake. If this unfortunate thing should occur, prompt action is imperative. Bind a handkerchief, or rope, or piece of bandage above the bite; that is, on the side nearer the heart, by inserting a stick under this bandage and twisting it, sufficient tightness can be produced to prevent the return flow of blood from the bite wound. This is to keep the snake poison from circulating through the body. If the snake is inconsiderate enough to bite you in the neck, such a bandage might prove more disastrous than the poison itself. But, unfortunately, nearly all snake bites are received upon the arms or legs. After soaking the wound in hot water (if you can get some quickly), suck it to extract the poison. This is not a dangerous procedure, unless you have a cut or scratch around your mouth. After this has been thoroughly done, paint the area with tincture of iodine, cover with sterile pieces of cotton and bandage. The tourniquet can then be removed, and the patient watched carefully for signs of poisoning, which are first manifested by a feeling of faintness. If this occurs the tourniquet should be immediately reapplied and the wound once more vigorously sucked. A teaspoonful of aromatic spirit of ammonia every half-hour for three or four days, if necessary, will act as a satisfactory stimulant to the heart.

**Stranded Torpedo Boats Flashed off With a Hose.**  
One of the most unique floating feats ever accomplished in the U. S. Navy took place at Charleston, U. S., after five of the torpedo boats of the reserve torpedo division had been driven clear out of the water and stranded in the mud by a hurricane which struck that section of the country. The boats, which were the Cushing, Dahlgren, Biddle, Craven, and Barney, were driven ashore in a parallel column. The mud in which they landed was covered with a coating of heavy marsh grass, in which it was practically impossible to use a spade, so the expedition of using a high-pressure hose to float the vessels was adopted with success. Power was furnished by the Worden, which had not suffered the fate of her companions, and, one at a time, a channel was excavated for each boat. Then cables were attached, and the little fighters again dragged back into the water. It was necessary to drag each boat about 100 ft before it became waterborne, and it required about 150 tons' pull to even budge them.

The refloating was accomplished without the slightest damage to either the hulls or machinery. If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

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# MOUTRIE'S.

## THE WAR AND SHIPPING.

**German Boat Leaves Manila.**

Carrying clearance papers dated August 22, showing her destination to be Surabaya, Java, and laden with several hundred tons of steaming coal, the German freighter Machew, commanded by Captain D. Cordes, left Manila at an unknown hour on August 27th on her voyage for the South Seas.

The sudden departure of the Machew came as a surprise to the people on the water front, as nothing was known the whole day of her intended sailing, and in this connection it was said that she had failed to comply with the marine regulations which require that all ships shall fly the blue peter (international code) at the fore for twenty-four hours before sailing.

Questioned as to whether the sailing of the Machew had been duly announced as required by regulations, the incalculable collector of customs stated that the matter of enforcing harbour regulations was now in the hands of the Navy authorities, who had taken full charge and that no ship could leave port without their consent. — *Singapore Free Press.*

**City of Winchester: Survivor's Story.**

Penang, Sept. 21. — H. C. Stack, the carpenter of the City of Winchester, which was sunk by the Konigsberg, interviewed on board a P. & O. steamer at Penang, said that the vessel was captured about 200 miles off Aden. They did not know that war had been declared until the Konigsberg officers informed them that they had broken out. They conducted the ship to a bay off the Arabian Coast and later were ordered to follow the N. D. Lloyd Steamer to a group of islands where she was taken from them.

The Konigsberg then steamed round the City boat and fired three shots, amidships, forward and at the propeller. The City of Winchester sank in 22 hours. — *Singapore Free Press.*

**German Freighter Clears for Bangkok.**

Can the German steamer Elmsborn with gallant Captain Kiel on the bridge, slip by the British, French and Japanese cruisers and scouts now patrolling the coast of the Philippines and the South China Sea? asks the *Cable News American* of September 27. Will the Elmsborn with her cargo of 6,000 tons of now precious coal, try to make the port of Bangkok, Siam, where she is cleared to go, or will she try to deliver her cargo to a German cruiser now skulking in the lee of some desolate island in the South Pacific? Will she dare to do it? Can she make it?

These, and a thousand other questions will be asked to-day and for days to come until word is brought that the Elmsborn has successfully completed her mysterious mission or until she is captured by the British, French or Japanese and, manned by a cheering prize crew, is sailed

into the harbour of Hongkong, or else scuttled and sent to her last resting place.

As the Rio Pasig, the Princess Alice, and the German freighters which slipped quietly out of Manila harbour bound on mysterious missions each, held the centre of the stage, the Elmsborn now takes the spotlight.

Rumours that one or more of the German vessels were to make an effort of running the gauntlet of allied ships outside Corregidor, were circulated around the waterfront on Saturday morning. The German ships lay quietly at anchor all day and no activity was noticed or heard them with the exception that more than one was getting up steam. This however was no indication that they were planning to sail.

Just before the closing hour of the customs house next afternoon, representatives of the agents of the German freighter Elmsborn appeared and secured clearance papers. The documents were made out, signed and filed a few minutes before 4 o'clock, the closing hour. In the papers it stated that the Elmsborn would sail at 7.30 p.m. on Saturday. Her destination was given as Bangkok and her cargo as 6,000 tons of coal.

The vessel did not leave her moorings until the time darkness fell Saturday night. No information could be secured at midnight from any of the authorities, but it is thought that the freighter will endeavour to slip out past Corregidor under cover of darkness.

It is believed that the Elmsborn will not venture outside the 3 mile neutral zone, but will hug the coast line and steam toward the southern Islands. Providing the allied ships sight the Elmsborn they will be powerless to stop her while she is within the protecting zone, if international agreement is lived up to.

It is likely that the Elmsborn will make for Zamboanga and from there watch her chance to slip by the cordon of scout cruisers and torpedo boats. Whether the Elmsborn will go to Bangkok, nobody not directly connected with the movement of the vessel, knows. However there are few who are not of the opinion that the German freighter is braving capture in order to take coal to a German cruiser now stranded in some South Sea Island.

With the clearance of the Elmsborn the question again came up as to the right of the customs authorities to let the vessel leave port with more than bunker coal. The customs authorities still maintain that they have no proof that the vessel is not going to the port of clearance, a neutral port, and therefore under the law are powerless to stop her.

Coal importers stated on Saturday that no word had been received in regard to the coal situation and the attitude of the Japanese government. The Insular government, the federal government and the Japanese government have all been approached by the local agents with a view of having certain restrictions lifted so that the local importers would be able to carry on their business.

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By Order,  
"HONGKONG TELEGRAPH."

## The Hongkong Telegraph.

HONGKONG, SATURDAY, OCTOBER 3, 1914.

### A SCOTT CENTENARY.

Most of the paper have been too busy, first with the Home Rule question and latterly with the European War, to have much space left in their columns for literary matters; and so it comes about that only one or two found time or place to remind the public that July 7 was the hundredth anniversary of the publication of "Waverley." The question is often asked: Is Scott ever read now? Probably Hongkong Scotsmen will bear us witness that their great novelist, even if he has not become a prophet without honour in his own country, is at least still denied the popularity there that he deserves. But perhaps the explanation of that is that the Scots mind does not readily give itself up to the reading of fiction—even such fiction as Sir Walter wrote. The Scot is so rigidly practical that he has but few thoughts to bestow on anything but matters of fact, and usually his only concession to the enemy is his ungrudging appreciation of the poetry of Robert Burns. Mayhap three and a half centuries of kirk domination have not yet lost their effect on him, and he still, at bottom, regards novels, of no matter what sort, as somewhat sinful.

In England the case is very different. There, too, Scott is not read largely; but it is because the Southern intellect is unable, as often as not, to comprehend him, save when, as in "Ivanhoe," he is at his most romantic. The average boy or girl almost invariably finds him "dry" and long-winded, and, having failed to read him during their youth, it is to be feared that boy and girl do not return to the attempt in after life. It would be inaccurate to pretend that there is not quite a reasonable amount of excuse for those—whether children or grown-ups—who lay the charge of dryness to Scott's account. First comes a lengthy historical introduction to a novel, and even that is generally followed by a first chapter which is little more than a preface—and the youthful soul abhors prefaces. But "the play's the thing." You cannot obtain precious metals without breaking the earth to get at them; and those who will not do at this trouble are well served by being denied the hours (or years, for one can always return to a Waverley favourite even when too tired to read anything else) of keen pleasure which they might otherwise have had.

Many people among those entitled to express an opinion on the subject have found Scott cold, and lacking in "glow." That, probably, is because they involuntarily contrast him with Dumas the elder, who is all fire and rush—and at times not much else. Certainly in some directions he never quite got away from his surroundings and ancestry; but underneath the staid calmness of the Writer to the Signet was a passionate loyalty to his country's story of romance and glory, in which no French patriot could have excelled him. This, of course, shines forth more unreservedly in his verse than in his fiction. It is sometimes said that his day is yet to come. If, by that, is meant that the Railway nonsense is played out, and that those who want Scots literature will look higher for it than to Messrs Crockett and Macdonald, we will agree. The only question is as to whether the increasing pressure of modern life will not end in driving out, or placing on the upper shelves, any novelist, new or old, who does not follow that sterling piece of advice to writers: "Have a story to tell, tell it; leave off." Scott will always remain a classic; but, judging from the average Englishman's knowledge of Chaucer, the Elizabethan poets or the Bible, that will merely mean that he will not be read.

### The "United Front."

Nothing has been more striking since the war broke out than the manner in which politicians of all shades of opinion have come together and presented to the world a "united front." This has not been a mere expressed unity—it has gone further than words; members of practically all the parties in the state have joined together on a campaign to put before the country, at public meetings up and down the land, the facts of the war. So much is revealed by Home papers to hand by the latest mail, and it is apparent that the speakers have been doing a very real service to their country in this way. They have been giving the masses a clear understanding of the justice of our cause and of the supreme issues at stake.

### No Jingoism.

We notice that that great Imperialist, Lord Curzon, in falling in with the scheme, was at some pains to point out that the idea was not, or should not be, that jingo speeches should be shouted from public platforms, or that any attempt should be made to inflame crude or unworthy passions. But, as he says, the man who, when his country is engaged in a righteous war and is fighting for her existence, preaches the cause of that war, is not a jingo. Further, the passions to which such a man appeals are not unworthy, but are the noblest of which human nature is capable. As to himself, he wrote:—"I have told the Prime Minister that I would be proud to appear on a public platform with any member of the Government to state or defend a case in which party is dead, and where all are united." That sentence breathes the true spirit, and we know that it is political unity is now a very real thing.

### The Gift of Prophecy.

We reprinted, last night, a war forecast sent to an Indian paper by a gentleman who was staying in Hongkong for some weeks during last year—"Professor" Leon Kendall. We rather fancy our contemporary—it was the *Bombay Chronicle*—must have published the valuable document with its tongue in its cheek. It seems Mr. Kendall arranged all about this war ten months ago, and therefore should be able to speak with authority. "The ruling planetary aspects" have decided that the war should be a short one, for "the conditions ruling the horoscope" of the Kaiser are "malefic" (that's a good word; we're glad they're not *benefic*) in the extreme. Germany, it appears, is in for riots and mutinies—safe prophecy that—and it is "an ill-starred conjunction that influences now for him (the Kaiser) and the continuance of his country under monarchical sway," which last is remarkably lucid and convincing. Meanwhile, after a few reverses, France is to do well, though not so well as Russia.

### England's Lucky Star.

As for England, it is "a pre-eminently planetary combination that rules her destiny now." The aspects *entour*, her in significant houses of the horoscope with friendly influences; "which seems quite a pretty way of saying that all is well. Scientific phraseology is apt to be a trifle obscure to the plain layman; thus we may be excused for craving a little light on the following: "What is most apparent is that setting aside any support she is likely to receive from natural partners, the gravitation that ensues towards her from peoples to whom she is unattached." What thing? Doubtless all this is extremely valuable, and should it come to Earl Kitchener's ears it may secure the prophet a good job. But alas; these prophecies are sometimes out in their reckoning. A gentleman of Professor Kendall's per-urban once told us that we should secure a high place in the world in the recent of our national mathematical ability. Seeing that we could never work out a simple equation correctly and are not too much at home with the common or garden multiplication table, we have become a little sceptical of people who follow the star line of business.

### DAY BY DAY.

CARE IN OUR COFFIN ADDS A NAIL NO DOUBT, EVERY CHIN, SO MERRY, DRAWS ONE OUT.

The Weather.  
Lower level 8 a.m. Temp. 78; fine.  
At the Peak 8 a.m. Temp. 69; fine.

The Mails.  
Siberian Mail.—Closes to-day at 3 p.m.  
American Mail.—Due per s.s. Siberia to-morrow at 11 a.m.

Count the Columns.  
Yesterday the *Telegraph* published 30 columns of solid reading matter. To-day there will be 42 published.

The Dollar.  
The rate of the dollar on demand to-day is 1s. 9.9 1/2d.

Turkish Baths.  
Hongkong's New Turkish baths open on Monday.

Technical School.  
The classes in connection with the Hongkong Technical School re-open on Monday.

War News.  
In place of our customary short story, we are giving a whole page of war articles to-day.

Sunday Morning Train to Sheung Shui.

We are asked to state for the information of the public that there will be an 8.45 a.m. train to Sheung Shui on Sunday.

To Consignees.  
Consignees of cargo by the steamers Middleham Castle and Benarates are reminded that goods remaining undelivered after Monday will be subject to rent.

Danger to Navigation.  
The master of the British s.s. Troilus reports having passed a large junk floating bottom up in Latitude 28 degrees 50 ft. North and Longitude 121 degrees 8 ft. East—a danger to navigation.

Consular "At Home."  
Monday is the fourth anniversary of the Republic of Portugal, and the Consul, Mr. J. J. Leiria, will be "at Home" from 11.30 a.m. to 1 p.m.

Union Church.  
From to-morrow onward the hour of morning service at the Union Church will revert to 11, instead of 10.30. The earlier hour has been tried during the summer, but has proved somewhat inconvenient.

A Forged Order.  
A Chinese shopkeeper, of 28, Li Yuen Street, reports that on the 24th ult., a Chinese named Yak Sing obtained from him, by means of a forged order, brass rods and brass piping, valued \$115, and absconded.

Body Found in Stream.  
The body of a Chinese male has been found in a stream in the Au Tau district. The deceased, a married man, was supposed to be demented. The case is either one of suicide or of accidentally falling into the stream. There are no suspicious circumstances.

A Woman's Story.  
A Chinese woman living at 570, Queen's Road West reports that she went with two men to a boarding house, and there one of them caught her by the throat and the other robbed her of two bangles valued \$150. She called out for help and the men decamped. A man has been arrested in connection with the affair.

A Graceful Act.  
The proprietors of the Ko Shing Theatre set apart the gross receipts of the performances yesterday—which continued all night as well—to the Prince of Wales' Fund. His Excellency, Lady May, Miss May, H. E. M. J. General Kelly, Mrs. Kelly and Miss Kelly attended the evening performance. There was a full house.

Pawned His Friend's Umbrella.  
A Chinese, who was charged with stealing an umbrella, explained to Mr. Wood, at the Police Court, this morning, that he had borrowed it from a friend because it was raining and he wanted to go home. The next morning he discovered that he had not enough money to continue his dealings in engar-cane, and, to make good the deficiency, he pawned the umbrella. He was fined five dollars, or in default seven days' imprisonment.

### NOTES ON THE CRISIS.

JAPANESE STILL AT WORK ON TSINGTAU.

Another German Failure at Antwerp.

The local war excitement is gradually getting itself within bounds, and Hongkong is settling itself down to a condition, if not of contentment, at least of reasonable patience, and readiness to be thankful for small mercies in the way of news from the front. It has taken some of us a couple of months to learn that even a big battle, leave alone a big war, cannot be decided in a day and a half; and so we are all growing philosophical; trusting a little more every day in the plucky fellows who are doing the hard fighting work at the front and to the strong man who is doing the equally hard thinking work at the War Office. We all know that we are going to win, but are gradually becoming satisfied that it is not for us to decide as to the how and the when.

Tsingtau.

The Japanese still pursue their original policy of playing: waiting game, and, without putting themselves about, are replying to the attacks of the besieged in a thoroughly neat and business-like fashion. Judging from the Consul General's report, which we published last night, the German ships inside the harbour are not prepared to lie quiet and watch, even though they are not allowed to come out into the open; their firing is described as incessant, indeed; moreover, it appears to be moderately effective. The mines are still doing their ghastly work, and have succeeded in blowing up two Japanese craft outside Lao Shan harbour. One wonders if the warfare of the future—supposing that there are going to be any wars between civilised peoples after this one is finished—will dispense with these horrible contrivances. It may be argued that desperate diseases call for desperate remedies, or, as Charles Reade's *Dennis* puts it: "In war, one fights with the hittingest arm and the killingest." Perhaps when gunpowder first found a place on the battlefield the old women regarded it as dangerously near dirty fighting—until they reflected that since for the goose was sauce for the other fellow. Yet, in sentimental moments, one feels that Nelson and Jervis and Collingwood and those other heroes whose notion of a sea fight was "bleazing away," would have looked askant at the mines. After all, though, history only repeats itself; our ancestors didn't draw the line at throwing quicklime or digging pits and covering them with tar for the reception of cavalry.

At Antwerp.

There is no mistaking the Belgians' determination to keep their own end up, and the Germans must be finding the bombardment of Antwerp tedious and expensive. For a besieged force to take advantage of the too rash approach of batteries of artillery to blow those batteries to pieces, must be regarded by Germany as the height of cheek and incivility. But, bravo Antwerp! carry on.

Dum-dums.

From the report received yesterday from the Consul General for France it would appear that the Berlin *Tag*—like a good many other newspapers—had better have minded its own business when it came to the question of dum-dums. Apparently it has had a stab even from its own Government and has been requested to destroy the issue containing the obnoxious photograph. Is Germany at last beginning to have a sense of humour, and to recognise the fact that in this world it is better to be killed than to make oneself ridiculous? Austria, we observe, has climbed down and has promised "not to do it again," while Russia is "developing brilliantly"—and so all's well.

Women Special Constables.

Sandgate is the first town to enrol women as special constables. Mrs. Burke and Miss Mumford have been duly sworn, and, take their turn with the male members of the special forces in patrolling the town and guarding telegraph wires and the water supply.

### 1889.

HONGKONG TWENTY-FIVE YEARS AGO.

Compiled from the "Hongkong Telegraph" files for the week ending Oct. 3, 1889.)

The Dollar.  
The rate of the dollar on demand on October 3, 1889 was 3/0 1/2.

The Unread "Leader."  
September 27.—"The other day the *Sydney Morning Herald* libelled a civil servant, and the angry official demanded an apology. The paper at once offered an apology, but insisted that it should be inserted in the least-read portion of the print. "Oh, very well," said the civil servant; "you may stick it in as a leader." *Fish Wrapper*, please note.

The Defence of Antwerp.  
The following, from the *Telegraph* of September 28, five and twenty years ago is decidedly appropriate. "For the defence of Antwerp the Belgian Government is about to spend 30,000,000 francs. The best defence of Antwerp is in the mutual jealousies of the Great Powers of Europe."

Death of the Colonial Secretary.

September 30.—"After a few days' illness the Hon. Frederick Stewart, L.L.D., Colonial Secretary, died at his residence, Arbutnot Road, at ten minutes past one yesterday afternoon, death resulting from an attack of pneumonia. Although he had been confined to his bed for several days no serious result was expected until Saturday afternoon, when dangerous symptoms set in, and notwithstanding the unremitting attentions of Dr. Atkinson and Jordan, he gradually got worse until the end came, passing quietly away in the presence of Mr. A. Seth, Clerk of Councils, and Mr. K. H. May, Private Secretary to the Governor, who had been with him throughout Sunday afternoon."

The Thistle.

The following poem is signed D. K. Griffith, Hongkong, October 2, 1889:

In Koolangsoo, where my pidgin is,  
I find the Thistle grows indigenous;  
Here, gentlest reader, down I "act,"  
On pleasant bank to wet my whistle.  
With exclamation loud I cried "Great Scott!"  
For I went plump upon a thistle.

From native heath and mountain blast

What brought it here? Who took it round

The world to land upon this ground

And place it here at last?

Though humble be its pedigree,  
Yet by tradition fondly prized,  
In camp and hall-room utilised,  
A symbol of the free.

Ay, here grows Scotland's pride

and glory,

The emblem of historic story,  
That springs from every hill and fen;

In every old, historic glen

Of home sweet home.

[Dedicated to Scotsmen great and small

From "banks an' braes" so far awa']

### 1889.

#### SHARE REPORT.

The quotations which follow are from the *Hongkong Telegraph* for Oct. 3, 1889.

Hongkong and Shanghai Bank—180 per cent. premium, sellers.  
Union Insurance Society of Canton—\$110 per share, buyers.  
China Traders' Insurance Company—\$80 per share.  
North China Insurance—Tla. 350 per share, buyers.  
Canton Insurance Company, Ltd.—\$135 per share.  
Yantai Insurance Association—Tla. 100 per share.  
Hongkong Fire Insurance Company—\$382 1/2 per share, sellers.  
China Fire Insurance Company—\$84 per share.  
Hongkong and Whampoa Dock

### BOXING.

#### The Coming Tournament.

A week to-night, the Amateur Boxing Tournament in aid of the Prince of Wales' Fund, is announced to take place, and Messrs. Montie & Co. are doing the booking free of charge, as most of the other arrangements in connection with the event have been done. The entries for the events close to-night, and those who intend trying their fistic ability are asked to consult either Mr. W. Logan, or Mr. A. Ridger immediately. We are informed that the entries up to the present include three heavy-weights, five middle-weights, the same number of light-weights and no less than half a dozen "feathers." The bouts are announced to follow each other without delay, and if this arrangement is carried out it will be very much appreciated.

Apart from the amateur contests, there are to be a couple of professional exhibitions. Corporal Scott, R.E., will spar with Pte. Garling, R.M.L.I., and Sapper Richards will put the gloves on to ex-Sapper Miles. Both these exhibitions should be interesting.

Mr. F. E. Hall, the well-known boxing promoter, has been fortunate enough to obtain the services of Commander Beckwith, R.N., as referee and Commander Blackwood, R.N., and Mr. A. Murdoch, as judges.

This tournament presents a splendid opportunity to local sportsmen to prove that they possess the generosity for which sportsmen the world over are noted.

#### Our Polite Policeman.

When I saw a policeman put up his right hand and stand in the middle of the street, to stop the rushing crowds of vehicles, my admiration for that limb of law and order was unbounded. Ever since, I have loved London policemen. They are so fine and fat and polite. All Chinese admire fat people, for fat is a sign of prosperity and contentment and happiness. I wonder if every policeman is happy? It is said that the only way to be happy in this world is to make others happy, and policemen must make a great many people happy every day; therefore they must be the happiest body of men in England! And yet I fancy I have heard a song or quotation which says "A policeman's lot is not a happy one." At any rate they seem to be walking encyclopaedias, guides, philosophers and friends to the public.—*Chinese Review*.

Company—67 per cent. premium sellers.

Hongkong, Canton and Macao Steamboat Company—\$39 per share, sellers.

China and Manila Steamship Company—\$125 per share, sellers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$210 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$501.

Indo-China S.N. Company—15 per cent. dis. buyers.

Douglas Steamship Company—\$72 per share, sellers.

China Sugar Refining Company, Ltd.—\$252 per share, buyers.

Luzon Sugar Refining Company, Ltd.—\$86 per share, sellers.

Hongkong Ice Company—\$111 per share, buyers.

Hongkong Rope Manufacturing Company, Ltd.—\$150 per share, nominal.

Hongkong and Kowloon Wharf and Godown Company—\$133 per share, sellers.

Hongkong Dairy Farm Co.—\$14 per share, sellers.

A. S. Watson & Co., Ltd.—\$21 per share, sellers.

Hongkong High Level Tramway Co., Ltd.—210 per cent. prem., sellers.

Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.

Green Island Cement Co. (old issue)—\$45 per share, buyers.

Green Island Cement Co. (new issue)—\$85 per share, nominal.

Hongkong Land Investment Co., Ltd.—\$124 per share.

Hongkong Electric Co., Ltd.—\$6 per share, buyers.

West Point Buildings Co., Ltd.—\$50 per share, sellers.



## ENGINEERING PAPERS.

Presentation of Medals  
Last Night.

Two very handsome gold medals were presented last evening at the Institution of Engineers and Shipbuilders for the best papers read during last session. The presentations were made by Engineer Commander Roome, R.N., who presided, supported by Mr. Wilton and Mr. A. D. MacDonald.

The Chairman expressed his pleasure at being asked to present the medals for the two best papers read during the year. They were provided by Mr. F. R. Fry last year, to be given in this way, and this would be the only year for which they were given. The winners were—Mr. Gander, for his paper on the use of oil fuel on ships, and Mr. J. MacDonald for his contribution on the load-line.

The presentations having been duly made, Mr. Wilton proposed a vote of thanks to the Chairman, and remarked on their regret at not being able, owing to the unfortunate state of things, to carry the function out as they would have liked—by means of a smoking concert.

Mr. A. D. MacDonald seconded, and the proposition was carried amid applause.

Engineer Commander Roome, in expressing his thanks, said it always gave him pleasure to do what he could for them. He had always taken a great interest in paper work as having been part of his business for many years. It was always a pleasure to come down to award praise or criticism, because he appreciated the amount of trouble that was involved in preparing a paper, which, though it might be easy to read in a penny number as it was printed, yet represented a great amount of work. It was extremely difficult to be original, but some of the papers showed a knowledge of the subject outside what had been published.

Mr. Elliott reported that owing to the state of affairs in the Colony they would be unable to do anything in connection with technical papers this year—from now until March next. He had had promises from two gentlemen and a half promise from another, and while he thanked them for coming forward, they would not be able to do anything in the matter and would have to leave it in abeyance. The Institute had had this week delivered a Ronald Wild's calorimeter, which would be of great use to anyone interested in the consumption of coal, either ashore or on board ship. They would be pleased to receive small samples of coal at any time and submit them to the test. They were not able to give, at present, a full analysis of the coal, but they could give the gross and net calorific values, but in the near future they hoped to be able to develop the coal testing and give a complete analysis of the percentage of ash, sulphur and hydrogen.

They proposed to issue a printed form with all the facts regarding the coal itself, where it comes from, the mine, and all facts on the paper, and to keep a record of it at the Institute. They had also received a paper written and read by Jacques Abadi, M.I.M.E., which was exhaustive and instructive, and the committee proposed having the paper printed and issued to members. Probably the committee would have to make a charge for it, but if it were not worth twenty-five cents, it was worth nothing.

The meeting closed after Mr. Gander had expressed his appreciation of the help given him by Mr. Chapman in the compilation of his paper.

**Sydney Goods for Samoa.**  
Hitherto it has been the custom for Sydney to ship to Samoa the great bulk of the island requirements in the way of potatoes, onions, and other lines, which were too perishable to be carried from Germany. Leading Sydney merchants now anticipate buying orders for general merchandise, hardware, groceries, linens, and other drapery, on Samoan account.

## SPECIAL CABLE.

[From Our Own Correspondent.]

## STRAITS SETTLEMENTS' FINANCES.

## HIS EXCELLENCY'S WARNING WITH REGARD TO ECONOMY.

Singapore, Received Oct. 2, 3.35 p.m.  
His Excellency the Governor, in his annual statement to the Legislative Council, warned them that the real difficulties were to come in 1916. It was likely that at the end of the current year the assets would exceed the liabilities by fifteen millions. The vagaries in the price of opium had caused a large increase in the revenue from this source over the estimate, but there was no question of an increase in the consumption, which was 11.3 per cent. less than in 1912. They must be prepared to economise owing to the balances being steadily looked up.

## TSINGTAU ITEMS.

## German Aeroplane Active.

A Peking telegram dated the 25th instant says:

On the 22nd instant a German aeroplane reconnoitred to find out the Japanese movements at Kiauchau. Lieut. General Kamio, the commander of the Japanese division, and Colonel Takayanagi, the commander of the Japanese Communication Corps, are at Pingtu. The train traffic east of Weihien is stopped.

Schmidt, one of the Directors of the Shantung Railway, is now in Peking and had an interview with Sun Pao-chi, the Minister of Foreign Affairs, asking the Chinese Government to take over the Shantung Railway and mines etc. connected with it, but Sun Pao-chi, fearing diplomatic difficulties would follow, courteously declined the offer and thus Schmidt has sent his Chinese representative, a certain Chu, to negotiate with the Chinese Government on the same subject.

According to a story told by a Chinese who left Tsingtau the other day it is stated that near Shakan there was fighting between the Japanese and the German troops, there being over 100 casualties on the part of the Germans. The dead bodies as well as wounded had been brought back to Tsingtau. There are about 80 Chinese coolies and they are not allowed to leave Tsingtau.

The German Governor General of Kiauchau has sent a steam launch to send out Chinese and allow them to land at Hung-shih-ai.

The people of Kiauchau are afraid that the Japanese troops will not pay proper prices for the goods supplied and the Chamber of Commerce there has elected four representatives to negotiate with the Japanese in dealing about the supplies. There are over 3,000 Japanese at Tsingtau and they asked the Magistrate of Tsingtau to get 800 oxen and 160 carts for them on the 21st instant to be handed over within four days, for which they will pay. Everything is quiet at Kiauchau but all the city gates are guarded by the Japanese, who examine those who pass through the gates. The yamen of the Magistrate is not occupied by the Japanese.

The Japanese troops have asked the Magistrate of Kiauchau to arrest the Chinese workmen who had worked in building the forts of Tsingtau but the Magistrate has declined to do so.

On the 22nd instant 56 men of the Japanese infantry went to Kaomi and examined both the Post and the Telegraph offices and returned to Kiauchau. At present the train service of Kaomi is stopped.

All the employees and materials in that station have been carried away by the Germans to other places.

The Japanese are effecting strict censorship on letters and telegrams but the postal administration is allowed to carry on as usual.

**Japanese Emperor's Greetings.**  
to Allies.

Tokyo, Sept. 26.

Imperial messengers have left for Tsingtau, conveying the Emperor's greetings to the Japanese and British sailors and soldiers co-operating in Shantung.

## THE PORT OF LONDON.

## GERMAN CONTRACT CANCELLED.

British Firms to be Asked to Tender.

In our issue of August 15, says the *Globe*, we alone amongst London papers, called attention to the extraordinary position of the Port of London Authority with regard to its German contracts to the value of £250,000. The more important of these contracts were for dock gates and swing bridges in connection with the East India Dock extension and for a bascule bridge, swing bridge, and caisson for the dry dock in connection with the Royal Albert Dock extension. In addition to this work, only in July orders were placed by the Authority for six side-tank locomotives, to be built by the Hohenzollern Works, these engines being intended for shunting service at the docks.

It was urged by us that the only patriotic course for the Authority to adopt would be to cancel the contracts, as they are justly entitled to do, since war cancels contracts between belligerents, and, without further delay, place the work with British firms. A quarter of a million sterling would do something towards relieving unemployment and revive the iron and steel industry, which has been none too busy of late.

Ten days have passed since we called attention to this matter, and we are now glad to hear that the Port of London Authority has cancelled the contract for the German locomotives, and advertisements for fresh tenders are to be issued. This statement is satisfactory, so far as it goes, but the contract for six shunting locomotives is a small matter compared with the other contracts mentioned above.

**What of the Other Contracts?**  
As was pointed out in the *Globe* for August 13, all the German contracts should be cancelled, for, in addition to giving employment in this country at a time when it is sorely needed, the delay in the completion of the German contracts will mean a further delay in the opening of the dock extensions, just at a time when British shipping is likely to be recovering from the effects of the war and every facility needed for carrying on the shipping of the Port.

It is not a question of large additional expenditure, but (unless money has been paid on account to the German firms for undelivered work) merely of diverting expenditure already authorised from the pockets of our enemies to those of British workmen. It should also be remembered that the Port of London Authority is not a public company, kept going by voluntary shareholders, and answerable for its actions only to them. It spends the public's money. It is to be hoped that the Port of London Authority will not wait another ten days before issuing a full and frank statement with regard to the humiliating position in which it now finds itself in the matters of its contracts with German firms for dock gates and bridges.

## DAIRY FARM NEWS.

## NOTICE.

We beg to notify our customers that on and after 14th inst: our amended prices (as approved by the Food Committee) will come into force.

All existing price lists are hereby cancelled.

Amended copies can now be had on application.

THE DAIRY FARM Co., Ltd.

SEPTEMBER, 1914.

## WAR ITEMS.

German Diplomacy: Wild Misstatements.

London, Sept. 22.  
The Germans are attributing to Chinese sources the wildest and most absurd fictions. Their special Attache at Stockholm quotes the German Legation at Peking as having stated that the Japanese Government has officially informed China that a revolution has broken out in India, that Great Britain has asked Japan to send troops there, and that Japan has consented, in return for a loan of \$200,000, a free hand in China and the unrestricted entry of Japanese into Great Britain's Pacific colonies.

Even Swedish papers question such obvious and impudent mendacity. It shows the worthlessness of all German news, which even Germans no longer believe.

The Allies continue to progress in France.—Anglo-Chinese Agency.

**The British Bull Dog.**  
Commenting upon a recent article by the military correspondent of a London paper, the *Picador* says that it is the death knell of the German Empire which is sounding along the long line of front from Liege to BelFORT, and on the Russo-German frontier.

"Slow to start," says the paper, "England is a bulldog which will not relinquish its prey nor cease the fight until the enemy cries for mercy, when it will no longer be in a position to dispute the terms which will be imposed upon it in order to assure the peace of Europe.—*Reuter*."

**The English Way!**  
In noteworthy contrast to the treatment meted out to British, French and Russian travellers and prisoners in Germany is the kindness shown to the 250 German and Austrian prisoners of war at present at Cardiff.

The deepest sympathy with the hostages is manifested by the public, who are sending the men cigarettes, fruit and other dainties. The prisoners were entertained one night at a lantern lecture, which they greatly appreciated.

They are at present housed in the Seamen's Institute. But their "imprisonment" may really be described as a sort of semi-freedom, although, needless to say, they are always under observation.

In conversation all the Germans state that they knew all along that a big war was inevitable.

**British Company Manager Thrown into Prison.**

Cape Town, August 18.

A refugee from German South-West Africa reports that the Germans have imprisoned Mr. Scott, the manager of the South African Territories Company, on a charge of endeavouring to instigate the Betsiwa Hottentots to rise against the Germans.

The South African Territories Company own in German South-West Africa mineral and railway rights extending over 39,000 miles and other concessions.

**Big Wheat Cargo Safe Home.**  
London, Aug. 18.

The steamer *St. Leonards*, with a large general cargo from Australian ports, has arrived safely at Bristol.

The vessel, which was despatched from Sydney by Messrs. Birt and Company, was under the Federal and Shire flag, and

## ARMED LINER SUNK.

Last of the Kaiser Wilhelm der Grosse.

The Kaiser Wilhelm der Grosse, which Mr. Churchill announced in the House of Commons on August 28 has been sunk off the West Coast of Africa by H.M.S. *Highflyer*, was the well-known North German Lloyd liner, which had been converted into an armed cruiser. She had a tonnage of 14,340, an indicated horse-power of 28,000, and a speed of 23 knots. She was fitted with wireless and submarine signalling apparatus and was built at Stettin in 1897.

Before the advent of the Lusitania and Mauretania, the Kaiser Wilhelm der Grosse was among the fastest Transatlantic liners. The speed rivalry between English and German boats, which was ended by the building of the Cunard leviathans, was both long and exciting.

There were on board the Kaiser Wilhelm der Grosse two British Army officers who had been taken prisoners of war by the German cruiser from off the Union Castle steamer *Gulician*.

The Kaiser Wilhelm der Grosse recently held up the R.M.S.P. *Arzanza* off the coast of Brazil and compelled it to destroy its wireless installation. The *Arzanza*, being armed with only 2 4.7 in. guns and for rear fighting, was unable to resist the Kaiser Wilhelm der Grosse, which had been fully converted into a warship. While the examination was proceeding, the Kaiser Wilhelm der Grosse suddenly recalled its men and beached off, believing a British cruiser was coming up.

The *Highflyer* is a light cruiser of 5,800 tons, and a complement of 450, and was completed at Fairfield in 1900. She mounts eleven 6-inch guns and eight 12-pounders. Her designed horse-power is 10,000, and speed 20 knots.

among the items on the manifest are big supplies of foodstuffs, including 42,925 bags of wheat and 3,630 cases of preserved meats.

The other cargo comprised 13 cases merchandise, 2,035 bales wool, 1,846 casks tallow, 1,477 dry hides, 2,246 wet hides, 571 bags ore, 229 casks copper, 59 bales sheepskins, 69 bales furskins, 35 bales gluepieces, 10 bales leather, 17,128 pieces timber, and 48 bales sundries. The *St. Leonards* has delivered the first big wheat cargo from Australia since the outbreak of hostilities. She loaded at all ports.

**Austrian Mutineers Executed.**  
London, Aug. 19.

An Exchange Telegraph Company message states that numbers of Czechs have been executed at Prague (Bohemia) for mutiny.

## TO-DAY'S ADVERTISEMENT.

## NOTICE.

THE Office of Chinese Maritime Customs for Kowloon and District will be closed to public business on Monday, the 5th instant, and on Saturday, the 10th instant.

E. GORDON LOWDER,  
Commissioner of Chinese Customs.

York Buildings, Hongkong, 1st October, 1914.

THE ACME OF PERFECTION.

**Summit**

DRESS SHIRTS

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ORDINARY AND COAT STYLE

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The "EMPEROR OF RUSSIA," and "EMPEROR OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA," "EMPEROR OF ASIA," via Optional Atlantic Port, £71.10.  
"EMPEROR OF INDIA," "EMPEROR OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £45, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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Hongkong, Aug. 31, 1914.

Agents.

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|-----------|---------------------------------|------------------------------|
| CHANGSHA  | 18th Oct.                       | 24th Oct.                    |

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

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| Destination.                                                                                                      | Steamers.                                              | Sailing Date                                                             |
|-------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|--------------------------------------------------------------------------|
| MARSEILLES,<br>LONDON & AN-<br>TWERP, via<br>Singapore,<br>Malacca, Penang,<br>Colombo, Suez, &<br>Port Said..... | Mishima Maru<br>Capt. Wada<br>Suwa Maru<br>Capt. Murai | T. 16,000<br>T. 25,000                                                   |
|                                                                                                                   |                                                        | { WEDNES., 7th<br>Oct. at 10 a.m.<br>{ WEDNES., 21st<br>Oct., at 10 a.m. |

|                                                                            |                                                                 |                        |                                                       |
|----------------------------------------------------------------------------|-----------------------------------------------------------------|------------------------|-------------------------------------------------------|
| VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokkaichi, and Yokohama | Shidzuoka Maru<br>Capt. Doguchi<br>Tamba Maru<br>Capt. Nagasuye | T. 12,500<br>T. 12,500 | TUES., 6th Oct. at noon.<br>TUES., 20th Oct. at noon. |
|----------------------------------------------------------------------------|-----------------------------------------------------------------|------------------------|-------------------------------------------------------|

|                                                                          |                            |          |                    |
|--------------------------------------------------------------------------|----------------------------|----------|--------------------|
| SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane | Nikko Maru<br>Capt. Takeda | T. 9,300 | WEDNES., 19th Oct. |
|--------------------------------------------------------------------------|----------------------------|----------|--------------------|

|                                        |                              |           |                   |
|----------------------------------------|------------------------------|-----------|-------------------|
| CALCUTTA, via Spore, Penang, & Rangoon | Tosa Maru<br>Capt. Yoshikawa | T. 12,000 | TUESDAY, 6th Oct. |
|----------------------------------------|------------------------------|-----------|-------------------|

|                                  |                      |           |                      |
|----------------------------------|----------------------|-----------|----------------------|
| BOMBAY via Singapore and Colombo | Wakasa Maru<br>Capt. | T. 12,500 | WEDNESDAY, 21st Oct. |
|----------------------------------|----------------------|-----------|----------------------|

|                            |                              |           |                   |
|----------------------------|------------------------------|-----------|-------------------|
| NAGASAKI, Kobe, & Yokohama | Inaba Maru<br>Capt. Tominaga | T. 12,500 | FRIDAY, 30th Oct. |
|----------------------------|------------------------------|-----------|-------------------|

|                   |                            |           |                             |
|-------------------|----------------------------|-----------|-----------------------------|
| SHANGHAI and Kobe | Hitachi Maru<br>Capt. Sato | T. 12,500 | THURS., 9th Oct. at 11 a.m. |
|-------------------|----------------------------|-----------|-----------------------------|

1 Cargo only.

1 Fitted with new system of wireless telegraphy.

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Commencing from 1st June, ending 30th Sept.

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| Return.        | Return.  | Return. | Return. | Return.  |
| 1st class..... | \$135    | \$122   | \$108   | \$95     |
| 2nd class..... | \$ 81    | \$ 75   | \$ 65   | \$ 57    |

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|                          |          |                     |
|--------------------------|----------|---------------------|
| AMOY                     | Linan    | 6th Oct. at 4 p.m.  |
| MANILA, CEBU & ILOILO    | Taming   | 6th Oct. at 4 p.m.  |
| SHANGHAI                 | Kanchow  | 6th Oct. at 4 p.m.  |
| BANGKOK VIA SWATOW       | Chihli   | 7th Oct. at noon    |
| SHANGHAI                 | Luchow   | 8th Oct. at 4 p.m.  |
| W'WEL, C'FOO & TIEN-TSIN | Kueichow | 11th Oct. at noon   |
| MANILA, CEBU & ILOILO    | Teian    | 13th Oct. at 4 p.m. |

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MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

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These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

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Hongkong 3rd Oct., 1914.

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Capt. D. A. LUKHMANOFF.

Agent.

Hongkong, Aug. 5, 1914.

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| Tjikembang | JAVA  | 1st half Oct.          | SHAI 1st half Oct.      |
| Titaroom   | SHAI  | 1st half Oct.          | JAVA 1st half Oct.      |
| Tijpanas   | JAVA  | 1st half Oct.          | JAPAN 2nd half Oct.     |
| Tijmah     | JAPAN | 2nd half Oct.          | SHAI 2nd half Oct.      |
| Tijbodas   | JAVA  | 2nd half Oct.          | JAPAN 2nd half Oct.     |
| Tijlilong  | JAPAN | 2nd half Oct.          | JAVA 2nd half Oct.      |
| Tijlajap   | JAVA  | 1st half Nov.          | JAPAN 1st half Nov.     |
| Tijmanoeck | JAVA  | 1st half Nov.          | SHAI 1st half Nov.      |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

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Telephone No. 1574

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15

## TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

| Steamer     | Displacement      | Tons & Speed                  |
|-------------|-------------------|-------------------------------|
| Chiyo Maru  | 22,000 - 21 knots | From H'kong, Tues., 20th Oct. |
| Tenyo Maru  | 22,000 - 21 knots | " " Sat., 14th Nov.           |
| Shinyo Maru | 22,000 - 21 knots | " " Tues., 8th Dec.           |

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (5 months) £120.

First Class to New York.....£26.10.

" " San Francisco £25.

" " " " £28.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

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SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Seiyo Maru 14,000 - 14 knots Tues., 6th October.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

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KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

| Steamer.  | Arrive Hongkong from Australia. | Leave Hongkong for Australia. |
|-----------|---------------------------------|-------------------------------|
| Eastern   | 9th Oct., 10 a.m.               |                               |
| Aldenhams | 3rd Oct.                        | 30th Oct., ..                 |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

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Highest Class, Fastest and Most-Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCOW RETURN.

(Occupying 9 to 10 days.)

| Steamships. | Captain        | Leaving.                   |
|-------------|----------------|----------------------------|
| Haiching    | W. C. Passmore | TUES., 6th Oct. at 1 p.m.  |
| Haitan      | J. W. Evans    | TUES., 13th Oct. at 1 p.m. |

FOR AMOY AND FOOCOW.

|         |               |                           |
|---------|---------------|---------------------------|
| Haiyang | A. E. Hodgins | SAT., 10th Oct. at 4 p.m. |
| Haimun  | A. H. Stewart | MON., 5th Oct. at 2 p.m.  |
| Haimun  | A. H. Stewart | THUR., 8th Oct. at 1 p.m. |

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik &amp; Co.,

General Managers.

39

## LOG BOOK.

Safety of Life at Sea.

The report of the Commission to inquire into the loss of the Empress of Ireland has been issued, and now, to all intents and purposes, the matter is closed, and the British public is satisfied that nothing further needs to be done. We do not wish, says the *Review of Reviews*, to imply that anything should be done to anyone connected with the two vessels, but apparently no precautions have been taken to ensure that the possibilities of the recurrence of such an accident shall be reduced to a minimum. The Titanic disaster was followed by some improvement in the provision of life-saving appliances. Apparently this last disaster is not even to have that meagre result. The public is quite apathetic, and being able to blame somebody for the disaster, is seemingly quite content, not realising that under definite rules for travelling in a fog it would have been impossible for the officer to have made the mistake which led to the disaster, and that unless such rules are drawn up, a similar disaster may occur at any moment. The report is clear and concise, but there are one or two omissions that are rather vital. One is that there is no mention as to the speed at which the Starad was moving. That she was moving is admitted; but we should like to know if the Court considered her speed as "moderate" or not. Since she could not pull up in time to avoid collision, it is obvious that, considering the state of the fog, the speed was excessive, even if it was only two or three knots an hour; but there is no reference to this at all in the report, and it is of vital importance. If both vessels had been proceeding at such a pace that they could pull up within their range of vision, the accident would not have occurred, and it is speed in fog which is the essence of danger. Again, in the collision of the Incomore and the Kaiser Wilhelm II., the latter admits to going at half-speed, or 10 knots, during a fog through which she could only see one hundred yards. Is that "moderate" speed—that is to say, a safe speed? Apparently not, since the collision took place, and yet nothing is said about the speed being too great. True, the Incomore was moving at the time, though she had signalled that she had stopped; but if she had been stationary and in the course of the Kaiser Wilhelm II., could the latter have pulled up in time to have avoided the collision? We doubt it. The judgment says that some time before the collision the speed of the Kaiser Wilhelm II. was excessive. Will any action be taken against her on that account? There has been no indication that the Board of Trade intends to take any such steps in the matter, even though its very moderate regulations have been broken. Again, in both cases the question of sound signals comes up. At present there is a code for such signals when the vessels are within sight of each other; while when out of sight—as, for instance, in a fog, and then most essential—there are only two signals. Surely it would be easy to sanction the same code both for vessels in and out of sight of each other. There is no mention of the sound signals at all in the Empress of Ireland report, but if the vessels could have communicated in some such way there is every possibility that the accident might have been avoided. In the other case, the Incomore gave the signal that she had stopped when she had not done so. Will the Board of Trade take action in this case? Thus we see that on these two points (the question of speed and sound signals in a fog) the finding in the two collisions shows that the rules are quite inadequate, and they will remain so, with the frightful danger entailed, unless the Board of Trade realises that it is imperative to do something in the matter, and it will not do that unless popular feeling insists that something should be done. But alas! the public remains apathetic.

Oysters, Fresh, Fried or Stewed  
Fainton Haddock, Kippers &c.  
ALEXANDRA CAVE



## SHIPPING

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Project) Sailings from Hongkong.—Subject to Alteration.

| For                    | Steamship   | On                         |
|------------------------|-------------|----------------------------|
| MANILA                 | Yuensang    | Sat., 3rd Oct. at 3 p.m.   |
| SHANGHAI & N'ohwang    | Taksang     | Sun., 4th Oct. at d'light  |
| S'PORE & Sourabaya     | Fausang     | Tues., 6th Oct. at 3 p.m.  |
| SHANGHAI via Ningpo    | Esang       | Wed., 7th Oct. at noon     |
| SANDAKAN               | Chunsang    | Wed., 7th Oct. at noon     |
| S'PORE, Pang & C'outta | Hangsang    | Thur., 8th Oct. at 3 p.m.  |
| TIENTSIN               | Cheongshing | Fri., 9th Oct. at noon     |
| MANILA                 | Loongsang   | Sat., 10th Oct. at 3 p.m.  |
| S'PORE, Pang & C'outta | Kutsang     | Tues., 13th Oct. at 3 p.m. |

## Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.  
‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.  
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TACOMA & PLAND...  
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# THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

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Pumps empty Dock in 2-3/4 hours.

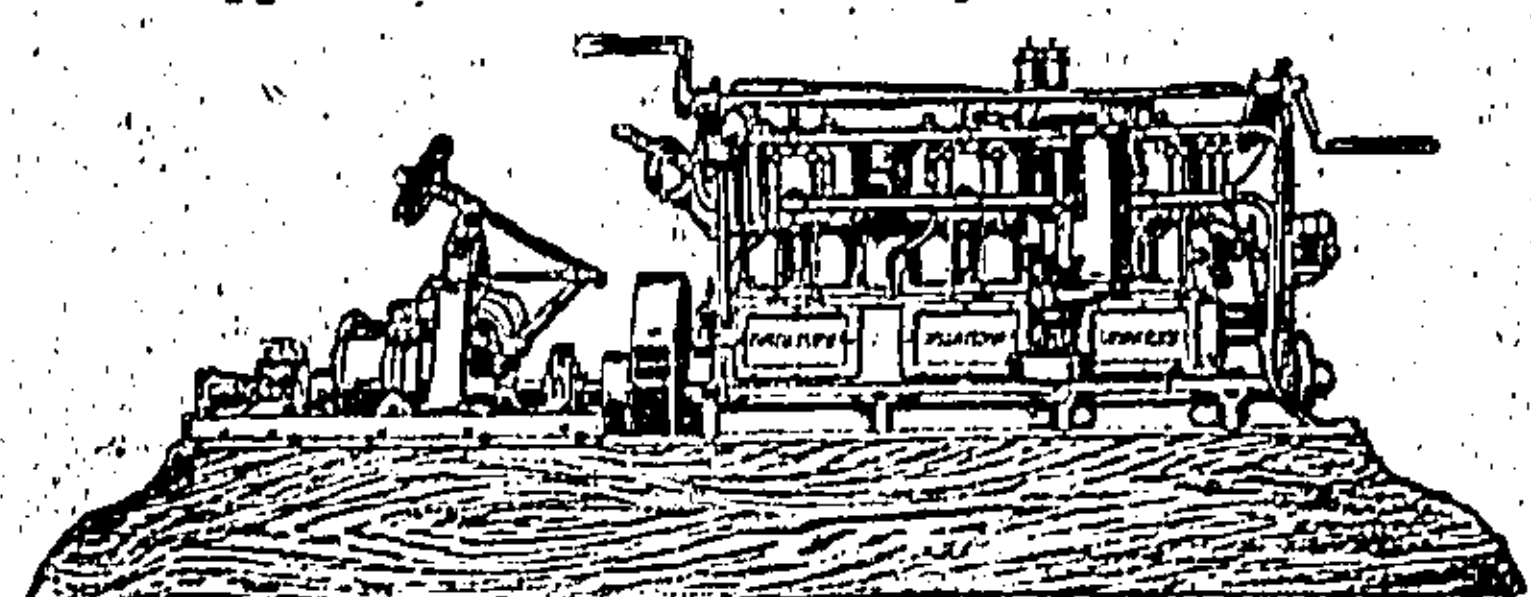
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|---------------------------------|----------------|----------------------|-------------------|
| Marseilles via Ports            | Mishima M.     | N. Y. K.             | 7, Oct.           |
| London, via Usual Ports of Call | Oriental       | P. & O.              | 10, Oct.          |
| London & A'werp via S'pore etc. | Naniur         | P. & O.              | 14, Oct.          |

## NEW YORK, SAN FRANCISCO AND CANADA.

|                                      |              |           |          |
|--------------------------------------|--------------|-----------|----------|
| San Francisco via S'hai &c.          | Shinyo M.    | T. K. K.  | 6, Oct.  |
| South America via usual ports        | Seiyo M.     | T. K. K.  | 6, Oct.  |
| San Francisco via S'hai & Japan &c.  | Korea        | P. M. Co. | 6, Oct.  |
| Via B.C. S'le via S'hai &c.          | Shidzuoka M. | N. Y. K.  | 6, Oct.  |
| Victoria, B.C. & S'le, etc.          | Yokohama M.  | N. Y. K.  | 8, Oct.  |
| Victoria, B.C. & T'mavia S'hai &c.   | Chunsang     | O. S. K.  | 14, Oct. |
| Victoria & Tacoma via S'hai, etc.    | Canada M.    | O. S. K.  | 14, Oct. |
| San Francisco via S'hai & Japan &c.  | Chiyo M.     | T. K. K.  | 20, Oct. |
| San Francisco via Manila & Japan &c. | China        | P. M. Co. | 27, Oct. |
| Seattle via Nagasaki etc.            | Minnesota    | N. Y. K.  | 14, Nov. |

## AUSTRALIA.

|                             |            |           |          |
|-----------------------------|------------|-----------|----------|
| Australian Ports via Manila | Eastern    | G. L. Co. | 9, Oct.  |
| Australian Ports via Manila | Nikko M.   | N. Y. K.  | 21, Oct. |
| Australian Ports via Manila | Hitachi M. | N. Y. K.  | 18, Nov. |

## SINGAPORE, COAST PORTS AND JAPAN.

|                                  |            |           |            |
|----------------------------------|------------|-----------|------------|
| Singapore and Sourabaya          | Fausang    | J. M. Co. | 3, Oct.    |
| Sandakan                         | Chunsang   | J. M. Co. | 3, Oct.    |
| Swatow                           | Haimun     | D. L. Co. | 4, Oct.    |
| S'pore, Pang, Rangoon & C'outta  | Tosa M.    | N. Y. K.  | 6, Oct.    |
| Shanghai                         | Esang      | J. M. Co. | 7, Oct.    |
| Moji & Kobe                      | Hokuto     | D. & Co.  | 7, Oct.    |
| Bangkok via Swatow               | Chihli     | B. & S.   | 7, Oct.    |
| Kobe and Yokohama                | Hitachi M. | N. Y. K.  | 9, Oct.    |
| S'hai, Y'hama, Kobe and Moji     | Ceylon     | N. Y. K.  | 9, Oct.    |
| S'pore, Pang, & C'outta          | Katsang    | J. M. Co. | 10, Oct.   |
| Amoy & Foochow                   | Haiyang    | D. L. Co. | 10, Oct.   |
| Shanghai                         | Malta      | P. & O.   | 13, Oct.   |
| S'hai, Moji, Kobe and Yokohama   | Nellore    | P. & O.   | 17, Oct.   |
| Bombay via S'pore, & Colombo     | Wakasa M.  | N. Y. K.  | 21, Oct.   |
| S'pore, Batavia, Cheribon, etc.  | Banri M.   | D. & Co.  | 22, Oct.   |
| Singapore, Mauritius and South   |            |           |            |
| African Ports                    | Salamis    | B. L. L.  | 25, Oct.   |
| Nagasaki, Kobe and Yokohama      | Inab M.    | N. Y. K.  | 30, Oct.   |
| Swatow, Amoy and Foochow         | Haiyang    | D. L. Co. | Q. desp.   |
| Batavia, Cheribon, Samarang, &c. | Tjimbati   | J.C.J. L. | 2, half O. |
| Java                             | Titaroom   | J.C.J. L. | F. half O. |
| Shanghai                         | Tjipanas   | J.C.J. L. | Q. desp.   |
| Shanghai                         | Tjirnoek   | J.C.J. L. | Q. desp.   |
| Shanghai                         | Tjikembang | J.C.J. L. | Q. desp.   |

## TO-SAIL

## REGULAR STEAMSHIP SERVICE

Proposed Sailing from Hongkong

For BOSTON AND NEW YORK

The s.s. "CHAZEE"

sailing on or about the 2nd October.

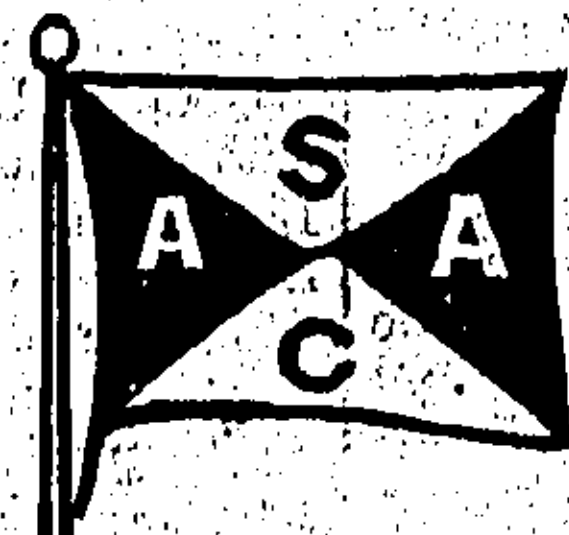
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DODWELL &amp; CO., LTD

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## HONGKONG-NEW YORK.

**AMERICAN ASIATIC S.S. Co.**

For New York via Japan Ports &amp; Panama Canal.

The s.s. "INDRADEO"

on or about 14th October, 1914.

For freight or information apply to

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SHEWAN TOMES &amp; Co.

General Agents.

## MOVEMENTS OF STEAMERS.

## AMERICAN MAIL.

The P. M. s.s. SIBERIA with the mails from the United States left Yokohama for Hongkong via Manila on the 23rd Sept.

The P. M. s.s. MANCHURIA arrived at San Francisco on the 17th Sept.

The P. M. s.s. KOREA will be despatched from this port on Tuesday, Oct. 6, at 1 p.m. for San Francisco, via Shanghai, Nagasaki, Kobe, Yokkaichi, Shimizu, Yokohama and Honolulu.

## ENGLISH MAIL.

The P. & O. s.s. ORIENTAL left Singapore for this Port on the 28th inst. with the outward English Mails, and is due here on or about the 3rd Oct. at noon.

## MERCHANT STEAMERS.

The N. Y. K. s.s. KUMANO MARU, FUKATA MARU and KAMAKURA MARU have been withdrawn from the service, and their substitutes are not placed.

The Barber Line s.s. CHALISTER left New York for Hongkong via Panama Canal on the 1st Sept. and is due here on or about the 28th Oct.

The T. K. K. s.s. SHINYO MARU will leave Nagasaki for San Francisco on the 3rd October and not on the 6th October as previously advised.

The P. & O. s.s. SYRIA arrived at London on the 28th ult.

The A. O. Line s.s. CHANGSHA left Sydney on 1st inst. for Hongkong, via Newcastle, Port Darwin, Thursday Island and Manila, and may be expected to arrive here on or about 24th inst.

## CONSIGNEES

## TOYO KISEN KAISHA.

s.s. "SEIYO MARU"

From MEXICAN AND PERU-  
VIAN PORTS.

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on 28th September at noon will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 1st October, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or in the Godown, and examination of same to be held on 3rd October at 10 a.m.

All Claims must be filed on or before 8th October, otherwise they will not be recognised.

S. MORIMOTO,

Agent.

Hongkong, 25th September, 1914.

## VESSELS IN PORT.

## Steamers.

Kawachi Maru, Jap. s.s. 3,821, M. Nakamura, 23rd ult.—Moji, Gen.—N. Y. K.

Atholl, Br. s.s. 3,031, L. Saxby, 22nd ult.—Singapore, 16th ult., Gen.—D. & Co.

Solyo Maru, Jap. s.s. 4,865, H. Hino, 25th ult.—Moji, 20th ult., Gen.—I. K. K.

Fausang, Br. s.s. 1,450, H. S. Malken, 23rd ult.—Sourabaya, 15th ult., Sugar—J. M. & Co.

Shipcote, Br. s.s. 2,604, J. Ormston, 23rd ult.—Singapore, 16th ult., Coal—Order.

Chingchow, Br. s.s. 1,195, Jas. Doyle, 26th ult.—Kwangyen, 24th ult., Stone—S. T. & Co.

Hongkong, Fr. s.s. 742, H. Marguerite, 26th Sept.—Hoblow, 25th Sept., Gen.—A. R. Marty.

Yei Maru, Jap. s.s. 1,853, Itan, 26th Sept.—Wakamatsu, 20th Sept., Coal & Gen.—M. B. K.

Shidzuoka Maru, Jap. s.s. 4,072, M. Deguchi, 27th Sept.—Shanghai, 24th Sept., Gen.—N. Y. K.

Middleham Castle, Br. s.s. 2,554, Watters, 27th Sept.—Singapore, 30th Sept., Coal—D. & Co.

Sanuki Maru, Jap. s.s. 1,832, T. Date, 23rd Sept.—Singapore, 22nd Sept., Gen.—N. Y. K.

Yuensang, Br. s.s. 1,128, Tough, 29th Sept.—Manila, Gen.—J. M. & Co.

Deucalion, Br. s.s. 4,476, G. Moor, 28th—Shanghai, 25th ult., Gen.—B. & S.

Prometheus, Norw. s.s. 1,024, M. Jensen, 29th ult.—Bangkok, 22nd ult., Rice—Chinese.

Normanton, Br. s.s. 2,455, P. Putt, 30th ult.—Cardiff, Coal—Admiralty.

Dainichi Maru, Jap. s.s. 30th Sept.—Moji 24th Sept., Coal—M. B. G. K.

Takung, Br. s.s. 977, McLure, 29th Sept.—Shanghai, 25th Sept., Gen.—J. M. & Co.

Korea, Am. s.s. 1,376, A. W. Nelson, 29th Sept.—Manila, 27th Sept., Gen.—P. M. S. Co.

Daljin Maru, Jap. s.s. 908, K. Murakami, 30th Sept.—Swatow, 29th Sept., Gen.—O. S. K.

Lycan, Br. s.s. 4,814, Walker, 12th ult.—Singapore, 8th ult., Gen.—R. S. S.

Banri Maru, Jap. s.s. 2,359, S. Suga, 17th ult.—Japan, Sugar—D. & Co.

Kiof, Norw. s.s. 733, Amundsen, 18th ult.—Bangkok, Rice—Order.

Sultan van Koel, Dut. s.s. 1,419, E. H. Vries, 19th ult.—Tarakon, 12th ult., Fuel—A. P. Co.

Tjimanook, Dut. s.s. 5,004, A. V. Lo Rooy, 19th ult.—Shanghai, Gen.—J. C. J. L.

Waishang, Br. s.s. 1,170, W. Picknell, 20th ult.—Hongkong, 18th ult., Coal—J. M. & Co.

Chihli, Br. s.s. 1,143, Lloyd, 20th ult.—Swatow, 19th ult., Ballast—B. & S.

Candia, Br. s.s. 5,194, R. E. Paul, 20th ult.—London, 9th Aug. Gen.—P. & O. S. N. Co.

Fukuro Maru, Jap. s.s. 1,953, Miyata, 20th ult.—Moji, 14th ult., Coal—M. B. K.

Heijun Maru, Jap. s.s. 1,553, Miyata, 20th ult.—Camaran Bay, 16th ult., Coal—M. B. K.

Kashima M. Jap. s.s. 6,546, M. Yagi, 21st ult.—Shanghai, Gen.—Order.

## TIDE TABLE.

28th Sep., to 4th Oct., 1914.

| Day  | Time | High Water | Low Water | Time | High Water | Low Water |
|------|------|------------|-----------|------|------------|-----------|
| 28th | 23   | 40         | 11        | 29th | 38         | 9         |
| 29th | 36   | 8          | 10        | 30th | 34         | 6         |
| 30th | 31   | 5          | 7         | 1st  | 28         | 3         |
| 1st  | 26   | 2          | 4         | 2nd  | 22         | 0         |
| 2nd  | 21   | 0          | 1         | 3rd  | 16         | 0         |
| 3rd  | 16   | 0          | 1         | 4th  | 10         | 0         |

m morning. a afternoon.

## HONGKONG &amp; WHAMPOA DOCK CO., LTD.

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All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &amp;c., &amp;c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

| NAME OF DOCK OR SLIP       | LENGTH ON KEEL | ENTRANCE BREADTH    | DEPTH OVER ORDINARY SPRING TIDES | RISE OF TIDE | STRINGS | WEAPS |
|----------------------------|----------------|---------------------|----------------------------------|--------------|---------|-------|
| KOWLOON                    |                |                     |                                  |              |         |       |
| No. 1 Dock, Kowloon        | 700'           | 85' top 100' bottom | 30'                              | 7' 6"        |         |       |
| No. 2 Dock, Kowloon        | 311'           | 74' 2"              | 18' 6"                           | 7' 6"        |         |       |
| No. 3 Dock, Kowloon        | 254'           | 60' 2"              | 14'                              | 7' 6"        |         |       |
| Patent Slip, No. 1 Kowloon | 210'           | 60'                 | 12'                              | 7' 6"        |         |       |
| Patent Slip, No. 2 Kowloon | 210'           | 60'                 | 12'                              | 7' 6"        |         |       |
| TAI-KOOTSUI                |                |                     |                                  |              |         |       |
| Esomopolis Dock            | 450'           | 85'                 | 30'                              | 7' 6"        |         |       |
| ABERDEEN                   |                |                     |                                  |              |         |       |
| Hong Dock                  | 410'           | 84'                 | 28'                              | 7' 6"        |         |       |
| Lamont Dock                | 211'           | 61'                 | 13'                              | 7' 6"        |         |       |

OFFICE: KOWLOON. Telephone No. 1 K.

Please Address Enquiries to the Chief Manager,

R. M. OVER B.S.C. M.I.N. Kowloon Dock, Hongkong.

Telephone No. 30, Hongkong.

TOWN OFFICE. QUEEN'S BUILDINGS.



# THE HONG KONG TELEGRAPH.

## EXTRA

HONGKONG, SATURDAY, OCTOBER 3, 1914.

### IN ACTION.

#### FIGHTING ON A WARSHIP.

##### Work of the Fire Control.

The first exciting step at the commencement of naval war operations is clearing for action. Those operations, obviously, are only a beginning, a stripping off for the actual conflict technically expressed in terms, made known by a stirring bugle call "Action!" but more commonly termed in peace time, "General Quarters."

At the order "Action" the gunners' mates immediately rush aft to where the keys of the magazines and shell rooms are kept in a locked key box under a sentry's charge. The bugle call is the sentry's authority for handing over the keys, which are then distributed. By that time the magazine and shell room parties are at their posts, the steel hatches are unlocked, and shod with special nailless shoes the men descend. The ammunition and shell for the smaller guns is handed by others to the electric motor hoists, and as many charges as are required are whipped up through shafts to the various batteries (as gun decks are called).

Deep down below, in artificially ventilated rooms, shut in by sound-resisting doors, are the fire-control operators. With telephone receivers and transmitters at their ears and mouths, they stand over queer looking apparatus, chief of which is the "Dumaresq." There is an exposed disc about two feet in diameter. Its face is a maze of fine lines and figures in red and black, and there are several indicators or pointers. These are the fire-control receiving and distributing rooms.

On deck in an elevated position, and in the fighting tops are stationed the fire-control transmitters, comprising a staff for working the range finders and spotters. The range finder is an ingenious apparatus invented by Sir Percy Scott. It is fixed on a mounting, and in appearance might easily be mistaken for a small gun mounted on a centre pivot. It is a long tube. At either end is an arrangement of lenses; at its centre is an eyepiece and an arrangement of view finders. The operator stands at right angles to the instrument with his eye to the centre lens, and his hand on small wheels or thumb screws, by means of which he can manipulate the finder. He turns the finder until the lower part (only) of the object—say a ship—comes on the lower half of the view finder, which is focussed sharp, exactly as the photographic image is focussed on a ground glass.

The operator then turns his attention to another lens which, in a similar manner, shows the image of the upper part of the object. At the first sight this will probably be out of register, although in focus. That is to say, supposing the object to be a man, his head would appear as if cut off his neck and stuck on his shoulders. A few turns of the screw puts the image in perfect register, when the distance of the object is automatically registered on a scale attached to the finder.

The range being thus ascertained, is telephoned to the control room below. The operator of the Dumaresq places an indicator at the range given—say 5000 yards. Another instrument detects the speed of the ship—say 10 knots in an opposite direction to what the ship is steaming. This fact is telephoned below, and another indicator on the Dumaresq is placed at the speed 10 knots and the course. Once these factors are ascertained, it is the simplest thing in the world to keep an enemy in accurate view. The operator's

assistant communicates the "Dumaresq" figures to the sight-setters at the guns, who continually adjust and readjust their sights with each order, which, for accuracy's sake, is repeated. Dogging the Enemy's Movements.

The gunlayers keep their guns laid on the enemy, in accordance with the sight-setters' directions, so that the officer who is "fighting the ship" may at any second let go his broadside without having to worry whether the guns are laid.

Supposing firing to have commenced, the spotter's turn now comes. He marks by aid of powerful binoculars, the effect of the shot, and this is communicated below, where any necessary adjustment is made on the "Dumaresq." Then comes order after order, following every little change of movement by the enemy. It is weird to watch the operations at this exciting stage. The enemy being dogged at every turn and the orders ringing up a score of voice tubes:—"5000 yards; 4500 yards; down 100; up 200. The rate of change is the allowance for direction course. For instance, if both contestants were steaming in the same direction at the same speed, the rate of change would be nil. This also is sent up to the guns through the voice pipes. So much for the firing and fighting. It must be remembered that in practice a target is used which to the gunlayers appears no bigger than a postage stamp on the horizon. With a ship as a target it would be well-nigh impossible to lose a shot, except possibly, the first one, if it fell short.

First Aid and Stretcher Party. Meantime the carpenters and other artificers have closed all the water-tight doors; sewed down the deadlights on the scuttles, placing flashings on those near the guns, as strengthening pieces to better withstand the concussion. The sick have already been taken down below under protection, each of them who are able, assisting in first aid work.

Each gun is provided with a neat package of first aid requirements, and a stretcher party will be found outside the turret or casemate under such cover as it can get, waiting to carry away to the hatchways any wounded. At the hatchways is another party waiting with a sling. The injured man is lifted from the stretcher, placed in the sling, carefully strapped and as quickly and gently as possible—and it is not as a rule possible—lowered below, where he is received by the surgeons.

### THE COST OF WAR.

#### RECORD OF ENCOUNTERS IN THE PAST.

##### Huge Figures.

In an article dealing with the cost of war, it is extremely difficult to estimate, even approximately, the amount actually lost to the nation engaged. The cost of war, fought under conditions as they exist to-day, is not light, and the after-effects can be by no means reckoned in money. Some idea, however, of the war expenditure can be gathered from the figures given under the National Debt of the various Powers. For instance, although the British National Debt received its greatest augmentation during the great Napoleonic wars, the general indebtedness of civilised countries has increased most rapidly since 1848, says the *N. O. Daily News*.

Undoubtedly the most important cause of public indebtedness is, and always has been, war expenditure. The National Debt of England was started in 1694, when £1,000,000 was raised by William III. Four years later the debt had increased to over £15,000,000. After Waterloo, in

1815, it stood at £885,000,000. The low water mark of £335,393,734 was reached in 1890, but the Boer War sent it up again to £765,215,655.

Figures relating to the cost of great wars will no doubt be of interest. The cost of the Crimean War to Britain is put down at £78,000,000, the total cost of the struggle being £313,000,000. The cost to Russia was £149,000,000, and to France £93,000,000, the weekly expenditure for three countries being, Russia £1,400,000, France £300,000 and Great Britain £700,000. America's successful struggle for independence cost the mother country £121,000,000, or just under £1,600,000 a week.

France, however, has had to foot the heaviest weekly war bill on record, the total cost of her terrible conflict with Germany being £316,000,000 or over £7,000,000 a week. In addition to the cost in money, France lost 200,000 men and there was added the war indemnity of 5,000 millions of francs. In the one battle of Gravelotte, the victorious Germans lost 328 officers and 4,900 men killed and 571 officers and 14,000 men wounded. The French losses were 13,000 men. The 44th anniversary of the battle fell on the 18th ult. The Napoleonic wars, which ended at Waterloo, were comparatively cheap for France, seeing that the bill only amounted to £255,000,000 while that of Great Britain, including the financing of many little Powers in their struggle against the Emperor, amounted to £831,000,000. Our own war in South Africa, the bill for which totalled the sum of £211,948,000, worked out at £1,500,000 a week.

When Japan and China commenced hostilities in 1894, three successive war loans were raised or specially issued to meet the expenses of that war by Japan, and upon the outbreak of hostilities between Japan and Russia in 1904 there were raised between that year and 1906 five series of Exchequer bonds, an Extraordinary Military Expenditure Loan, and two 6 per cent., and two 4 per cent, sterling loans.

The military correspondent of *The Times*, in his book "The War in the Far East," goes extensively into the question of the cost, to Russia and Japan, of the struggle between the nations. The annual expenditure of Japan at the time of the war, in a normal year, amounted to £25,000,000; her debt at the outbreak of the war was only £58,000,000 and but a part of this was held abroad. Russia, on the other hand, had a budget showing £232,000,000 on the expenditure side, and a debt of £707,351,030, requiring an annual payment of £31,000,000. The Russian budget showed an expenditure of £1.7s. per head of the population, and that of Japan about 10s. M. Levy, the French financial authority, calculated in June, 1904, that the direct additional cost of the war to Russia was between £6,000,000 and £7,000,000 a month. The train of disasters after that was so great, however, that it was estimated the cost was nearer £8,000,000. Later figures show that Russia's weekly expenditure towards the close of the war was £1,097,250.

Her last war with China cost Japan £30,000 a day, and the greater campaign with Russia, it was estimated, cost her £100,000 daily, or, roughly speaking, £3,000,000 a month. During the war with China, the total expenditure from June, 1894, to November, 1895, amounted to £200,475,508, of which only £35,855,137 were on account of the Navy. The daily average of £100,000 is necessarily only an approximation; it was probable that, at the time when Japan placed over 200,000 men in the field and made such a considerable effort, the figure was exceeded.

### CARNAGE AT LIEGE.

#### DEATH OR RETREAT.

Terrible German Losses: Driven to Slaughter.

Brussels, August 10.

The most reliable estimates place the German losses at Liege at 15,000.

Accounts of the fighting state that the Germans were gloomy, bewildered, and fearful regarding the terrible Cossacks, who they believed are about to enter and devour their country.

This sullen army was met by the Belgians animated by passionate patriotism.

Incredible as it seems, the Germans were marched to death almost shoulder to shoulder. A mighty fusillade opened upon the men who were being driven forward by their officers. Fresh detachments were rushed upon the trenches, but recoiled, shattered.

Yet again, like sheep driven ruthlessly to the slaughter, according to time-table and without the slightest allowance for changed circumstances, the German troops were marched up to be driven back again by a fearful hail of lead.

Worse than at Port Arthur.

A wounded Belgian lance states: "It was tragic to see the Germans driven up to the guns. They came in massed formations, but so reluctantly that they were evidently under compulsion. They were only five paces apart, with fifteen paces between the ranks, a solid mass which a woman could hit. Our guns cut long avenues through their ranks. Port Arthur was nothing to it."

Mr. Martin Donohue, the *Daily Chronicle's* war correspondent, telegraphing from Brussels, said that Fort Boncellos, in the extreme south of Liege, bore the brunt of the attack, as the ground there was more favourable for the attackers. The attack in mass recalled the early days of Port Arthur, when Nogi sacrificed thousands.

The attack on Liege failed lamentably, thanks to the undaunted courage of a mere handful of Belgian defenders. The Germans finally ran short of rifle ammunition.

Men Refuse to Face the Guns. Towards the end of the general attack, the men refused to face the Belgian fire, despite the threats and exhortation of their officers.

The German wounded begged piteously for water. They were without food for two days, the army having been rushed to the front without waiting for supplies. Torrential rain on Thursday night added to their suffering. Machine Methods Hopeless.

Telegrams from Liege state that during the attack the Belgians charged repeatedly. They "saw red," and nothing seemed to stop them. Every time they charged the Germans turned and ran, and were struck in the back and killed like cattle. Then the cavalry charged them.

Another account states that the Germans gained a footing on the glacis under the great guns and believed themselves safe, utterly forgetful of the machine guns. In a moment the glacis was swept clear—it ran with blood.

The Belgians in the trenches were not satisfied with firing their rifles at fifty yards, and demanded to be permitted to make bayonet charges. At sight of the steel mass Prussians ran, while others held up their hands and surrendered. Others were courageous enough, but were beaten by bad leadership.

The attack proved that the days of the automatic machine army are gone.

The attack continued unabated throughout Thursday. Thousands of bodies were massed in the fields, which were ploughed by the terrific cannonade.

### OUR SOLDIERS.

#### Front Bench Peers and the Indian Troops.

Lord Lansdowne, following up Lord Kitchener's statement in the House of Lords on Aug. 28, said they rejoiced once again at the gallantry which the troops had exhibited under exceptionally trying circumstances during the last two or three days (loud cheers). He need only say that, so far as the Opposition were concerned, His Majesty's Government might depend upon whatever support was necessary for the defence of the country (cheers).

Lord Ormsby said it had been deeply impressed upon the Government, from what they had heard from India, that a wonderful wave of enthusiasm and loyalty was passing over that country. This was to a great extent based on the desire of the Indian soldiers to stand side by side with the British army in order to repel the invasion of friendly territory (cheers).

It was well known in India that African troops had been assisting the troops in France, and he felt satisfied that it would have been a disappointment to their loyal Indian subjects if they had found themselves for any reason debarred from taking any part in the campaign on the Continent of Europe. They would, therefore, find their Army reinforced by soldiers, high-souled men of first-rate training, and representing an ancient civilisation (cheers). He also felt satisfied that if they were called upon, the Indian troops would give the best possible account of themselves when standing by the side of our British troops (cheers).

He ventured to think that the keen desire of our Indian fellow-subjects to co-operate was not less gratifying than the desire shown by the self-governing Dominions—(cheers)—some of whose soldiers would be found side by side with our troops in the war (cheers). He was able to state that, as far as India was concerned, there was no prospect of external aggression. In spite of these heavy drafts on the Indian army, our Indian frontier would be fully secured.

As far as internal risk and internal trouble in India were concerned, he believed at this moment the general enthusiasm which had been awakened by our resistance to the unprovoked attack which had been made upon our allies was such as to render anything of the sort altogether impossible (loud cheers).

A Zeppelin and an aeroplane assisted in the attack. It is reported that a Belgian airman lost his life in destroying a Zeppelin with his aeroplane. Shots destroyed several aeroplanes.

Waiting for Heavier Guns. The bombardment of the forts lasted forty-eight hours without relaxation. Thirteen 15-centimetre cannon and 15-centimetre mortars produced no effect on the cupolas. The Germans are now awaiting mortars of the 28-centimetre type. Even if the cupolas be put out of action, the excellent disposition of the fosses and counter-scarps will enable the forts to continue their resistance.

General Leiman prepared a field with mines to the north of Liege, and sent a detachment to the north of the field. The Germans immediately fell into the trap, and attempted to cut off the small force. The current was switched on and the whole German force was destroyed. Similarly the death and capture of two Uhlans patrols was due to General Leiman's ruse in making the Uhlans believe that they would capture him.

The Germans admit that their forces were twice panic-stricken at Liege, and that the German

### THE GALLANT 700.

#### British Repel Five Thousand Germans.

A thrilling story of the splendid stand made by 700 British soldiers against 5,000 Uhlans at Tournai is related by the *Daily Mail* correspondent at Boulogne.

The German cavalry may have overwhelmed the little British force hourly awaiting relief, but not before its own ranks had been badly thinned, nor yet, says the correspondent, without having recourse to the base expedient of mounting quick fires in Red Cross wagons.

It was not for the 700 to reason why an expected supporting force never appeared. They just stood their ground to a man, and it seems that but 300 remain.

When all was lost there ensued no *sauve qui peut*. Calmly, harassing their pursuers with a murrinous fire, "all that was left of them" retreated with the wounded, their convoy intact. Unfortunately, several guns were lost. Some were destroyed at the supreme moment, while others had been put out of action by shell fire.

On Wednesday morning our troops had taken up a position slightly to the rear of the town upon high ground. On the extreme right of the semi-circular position were two big guns of the garrison artillery. At first these found a splendid range, dealing death wholesale to the invaders, some miles away. Then, with the steady German advance, the range was lost.

Critical Position. Towards 1 p.m.—the fight had begun at 11.30 a.m.—the position became critical for the heroic British defenders. As every vital minute slipped by anxious eyes looked back for the promised help that was never to come.

Even at the terrible disadvantage of at least 10 to 1, the infantry and artillery were holding their own, when hordes of Uhlans seemed suddenly to sweep down from nowhere. Through the town they galloped with amazing disregard for themselves, on to the very muzzles of our field guns.

"There must have been 3,000 of them here alone," a survivor tells me. "The last I saw of one of our officers was that he had a revolver in either hand and was firing away screened by his gun. He alone must have accounted for a dozen Uhlans. They were falling on all sides of him. There would have been some V.O.s knocking round at Tournai!"

Towards 2 p.m. some 300 gallant survivors, the majority wounded, began to fall back on Cambrai, which was reached in good order by nightfall. Uhlans kept up a continuous attack, and at midnight, two hostile airmen indulged in bomb-dropping on the British camp, fortunately without causing any destruction.

Perhaps, remarks the correspondent, I may be permitted to give verbatim the following eloquent summing-up of Tournai from the lips of a gunner shot through both legs:—"They won't be so cocksure next time. We gave them hell."

soldiers fired upon their comrades in mistake.

The Germans, on Thursday evening found the spaces between the forts open, and entered in small parties, including General von Emmich and his staff. At the citadel General von Emmich informed the Burgomaster that, unless the town and forts surrendered the Germans would bombard and raze the town completely. On the orders of the Belgian Government the Governor left the town. Seventeen notables on Friday night, headed by the bishop and several deputies and senators, begged General von Emmich not to bombard the town. The whole deputation was detained as hostages.

### LUSITANIA'S EVENTFUL VOYAGE.

#### WARSHIP'S CHALLENGE IN THE ATLANTIC.

##### Escape in a Fog.

The Lusitania arrived in the Mersey on August 12, after an eventful voyage across the Atlantic, which is described in the *Daily Telegraph* of August 13, by a passenger.

We left New York (says the writer) at midnight on Tuesday, August 4. Almost at the outset the ship was in trouble. Shortly before dropping the pilot one of the four turbines unfortunately went wrong. Nothing could be done, and it remained useless throughout the voyage.

The Lusitania, with her reduced power, was unable to make more than twenty knots. Her greatest daily run was, in fact, only 480 miles. The slower speed of the leviathan naturally added to the danger of her being intercepted if hostile cruisers were about. She has made the passage in four days eleven hours, with an average of over twenty-five knots. On this occasion the crossing took more than six days.

From the moment the Ambrose Light was left behind all lights on board were extinguished. Not even the ordinary navigation lights were shown as she steamed through the darkness. Ports were carefully curtained; dead-lights were closed. Even in the saloons, where the passengers gathered discussing the prospects of the voyage and the chances of our being overhauled, but little illumination was permitted.

##### Liner Transformed.

News of the declaration of war with Germany had been received before the ship's departure from New York. It created intense excitement in the city, where it was common property early in the evening, American time being five hours behind that of England. We were soon to realise what war conditions meant, for in addition to the discomfort of "lights out" throughout the ship's enormous decks, efforts were speedily put in hand to transform her appearance.

Sticks of grey paint had been laid in, and seamen were busily employed in covering the huge funnels and also the bridge in that colour. Perhaps the effect may have been to make her not quite so conspicuous when seen from great distances across the sea, but of course nothing could transform the enormous mass and height of the giant vessel, which distinguish the Lusitania among all the ships that sail the Atlantic.

##### Mysterious Warship.

On the second day out a warship was sighted at a considerable distance. This was the one absorbing incident of the voyage. What nationality was she? I could not myself distinguish her flag, but I was afterwards informed by the captain of the Lusitania that the vessel had signalled to him in the international code to lay to.

At once the course was altered. We continued to steam ahead, and the captain, getting into wireless communication with his Majesty's ship Essex, reported to her what had occurred.

The lucky arrival of a mist, and the fact that the strange warship was unaware of the accident to our turbine, enabled the Lusitania to escape without further difficulty. The stranger abandoned the pursuit without making a great effort to overtake us. After this adventure, Captain Dow pursued a far northerly course. We eventually arrived in the St. George's Channel without further incident.



# THE HONGKONG TELEGRAPH. SECOND EXTRA

HONGKONG, SATURDAY, OCTOBER 3, 1914.

## COMPANY MEETING.

### The Hongkong Hotel Company, Ltd.

[VERBATIM.]

An extraordinary general meeting of the shareholders in the Hongkong Hotel Company, Limited, was held this noon at the hotel, when Mr. F. Maitland presided. There were also present Messrs. J. W. C. Bonnard and Ellis Kadoorie, directors; J. E. Raymond, G. T. Lloyd, L. Gibbs, She Po-shum, W. Logan, E. M. Raymond, Ho Tung and Lai Chan, shareholders; and J. H. Taggart, acting secretary and manager.

The Chairman said:—Gentlemen, it now being past the hour for which this Meeting has been called and there being the necessary quorum present, both as regards the number of shareholders and capital represented, I will request the Secretary to read the notice convening same.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen, this meeting is called to confirm the Resolution which was passed at the Extraordinary Meeting held on the 12th September having for its object the substitution of a new set of Articles of Association for the existing ones and as the matter was dealt with at the previous meeting, I do not think it necessary for me to enter into further explanation. I therefore beg to propose that the new Articles already approved at the meeting in question and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved and that such regulations be and the same are hereby adopted as the Articles of Association of the Company in substitution for and to the exclusion of all the existing Articles thereof.

Mr. Ho Tung:—I have much pleasure in seconding the resolution.

The Chairman:—It has been proposed by myself and seconded by Mr. Ho Tung that the new Articles of Association already approved at the meeting of September 12th last and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of Association of the Company in substitution for and to the exclusion of all the existing Articles thereof. Those in favour kindly signify in the usual manner. For? Against? Carried unanimously. That is all the business, gentlemen; I thank you for your attendance.

### FRANCE'S REVENGE.

Remarkably Elaborate Celebration at Saigon.

On the 17th inst., according to *Le Courrier d'Haiphong*, a special celebration consequent upon the retreat of the Germans in France was held. All the public monuments were illuminated and almost all the houses in the locality were illuminated. The Annamite shops were decorated, and it was remarked that the Chinese had not seen such an exceptional display of decorations and illuminations. At Government House the Marseillaise was played and it was received with cheers and cries of *Vive la France*. Afterwards the crowds moved to the town hall where the council met along with the mayor. There was a huge crowd of Europeans and Asiatics. Music was discoursed and national anthems were sung. The British, Russian, Belgian and Japanese Consuls were present. The spectacle was most brilliant. In the capital of Indo-China has taken place the first celebration of the revenge and the glory of the country.

## DAY BY DAY.

**Bishop's Engagements.**  
The engagements of the Bishop of Victoria for to-morrow are to preach at St. Paul's Chinese Church in the morning and at the Cathedral in the evening.

**Hongkong's Finances.**  
During July the Colony's revenue was \$1,085,820.60 and the expenditure \$860,460.41. The balance at the end of the month was \$3,230,845.59, compared with \$3,005,485.40 at the end of July.

**Land Sales.**  
Lots of Crown land situate at Ship Street, Mount Davis and Sands Street, Kennedy Town, are to be sold on the 19th inst. The last-named comprises 42,000 square feet and the upset price is \$12,600.

**Marine Offence.**  
Before Commander Basil Taylor, R.N., at the Marine Court, this morning, the master of the ferry launch *Tai Lee* was fined \$25 for permitting an uncertified person to have charge of the launch on the 30th ult. between Hongkong and Yaumati.

**Analyst's Appointment.**  
His Excellency the Governor has been pleased to appoint, under Section 25 of the Sale of Food and Drugs Ordinance, 1896, (Ordinance No. 8 of 1896), Mr. Harry Alan Taylor to be an analyst for the purposes of the Ordinance.

**Recreation Ground Appointment.**  
His Excellency the Governor has been pleased to appoint Mr. J. L. McPherson to be a Member of the Committee for the Wong-ni-chong and Queen's Recreation Grounds, as representative of the Hongkong Amateur Athletic Federation.

**Licensing Sessions.**  
A meeting of the Licensing Board will be held in the Council Chamber on Wednesday, November 4, at 2.15 p.m. for the purpose of considering applications for publican's licences, restaurant adjacent licences and hotel keeper's adjacent licences for the year 1914-1915 under the Liquor Consolidation Ordinance, 1911.

**Presentation.**  
The golf section of the Kowloon Cricket Club has made a presentation to Lieut. A. W. Savage on his leaving the Colony. The presentation was made by Mr. J. H. Mead, the captain of the golf section, who congratulated the recipient on his recent promotion. The members wished him good luck, whether his future were to be for Home service or at the front, and they knew that such a good sportsman as he was would serve his country to the best of his ability. Lieut. Savage suitably replied, and the toast of Lieut. and Mrs. Savage was drunk with musical honours.

## OVER-CHARGING.

Compradore Fined at the Police Court.

At the Police Court, this morning, the first case brought by the Food Committee against a trader for over-charging was dealt with by Mr. Melbourne.

On behalf of the Food Committee, the Crown Solicitor prosecuted a Chinese named Yang Pak-ping, of the Kwong Loong compradore shop, 88, Des Voeux Road Central, for charging for certain provisions a price above the maximum allowed by Proclamation.

The defendant was fined \$25, with the alternative of a month's imprisonment.

## CARGO ON ENEMY SHIPS.

An Important Notification.

The Hongkong Government Gazette of to-day contains the following notification:—

It is hereby notified that a telegram has been received from the Secretary of State for the Colonies to the effect that a notification was inserted in the *London Gazette* on the 25th September which announces that British owners of cargo now lying in a neutral port in a ship owned by an enemy may for purposes of obtaining possession of such cargo pay freight and other necessary charges to the agent of the shipowner at such port.

## VICTORIA THEATRE.

Another Successful Patriotic Night.

At a time when there is "nothing doing" in Hongkong the special performances at the Victoria have proved a god-send to the community, and, from the fact that the theatre last night was as crowded as on previous occasions, it may be assumed that the community itself realises this. These entertainments are for the Prince of Wales' fund and, bearing this in mind, everyone has come forward to bear a share. Last night the house and stage were most tastefully decorated; Messrs. Komor kindly lent the stage furniture, and the Anderson Music Co. the piano, while several local amateurs gave, between them, as good a programme as could be wished. During the first part a fine selection of pictures was shown, and meanwhile the 25th Punjab, under Bandmaster Newman, played as they always do—remarkably well. Havildar Subah Singh's cornet solo calls for special mention.

The Dares gave, in addition to their graceful equilibrist act, a farcical and most amusing "spooning" sketch which was appreciated to the full. By the way, to-night will be the last opportunity of seeing this clever pair, as they are booked for Shanghai next week.

The amateur turns were all good; some unusually so. Mrs. Bacon, accompanied by Mrs. Meares, the Victoria pianist, got an encore for a very sweet rendering of "Springtime's Awakening." Mr. Lyth gave an old favourite "Alice Where art Thou?" in good style; Mr. Brand created great applause as a whistling mimic, and was twice recalled; Mr. Miller gave a couple of splendid clog-dances; and Mr. England, who was in his usual good form, gained plenty of recalls for "Land of Hope and Glory" and "The Deathless Army."

Mr. Grimble, who kindly consented to accompany many of the vocalists, worked hard and self-denyingly and, we feel sure, was duly appreciated.

Mr. N. W. Stevens we have not heard before, but hope to hear him again. He has a very rich tenor and was loudly cheered for his rendering of "The Mountain Lovers." The star turn—if these things are to be judged by the vote of the audience—was that of Mr. Harry Rolph, who without effort showed himself to be a born comedian, whether in his patter, his burlesque reciting or his dialect songs. All that he did was good, and his two best "stunts" were "The 11.39" and a Zummerzett song: "Wot vor do' lar oi?"

## DECLARATION OF LONDON.

How it Affects the Empire During the War.

The Hongkong Government Gazette contains the following notification:—

It is hereby notified that by an Order in Council bearing date the twentieth day of August, 1914, His Majesty the King has been pleased to command that the provisions of the Declaration of London shall be followed throughout the British Empire during the continuance of hostilities with Germany and Austria-Hungary, subject to the following modifications:—

Firstly, that the lists of absolute and conditional contraband contained in Notification No. 358 published in a *Gazette Extraordinary* on the 16th September, 1914, be substituted for the lists contained in Articles 22 and 24 of the said Declaration:

Secondly, that a neutral vessel which has carried contraband to the enemy with false papers may be detained if encountered before completing her return voyage:

Thirdly, that the destination referred to in Article 33 of the said Declaration may be inferred from any sufficient evidence and also that the presumption contained in Article 34 of the said Declaration shall be presumed to exist if the goods are consigned to or for agents of or to or for persons under the control of the authorities of an enemy State:

Fourthly, that the existence of a blockade shall be presumed to be known to all ships which have left or touched at an enemy port a sufficient time after the notification of the blockade to the local authorities to have enabled the enemy Government to notify the existence of the blockade or which have left or touched at a British or allied port after the publication of a declaration of the blockade:

Fifthly, that notwithstanding the provisions of Article 35 of the said Declaration conditional contraband shown to have the destination indicated in Article 33 of the said Declaration may be captured whatever be the port to which the vessel is bound and whatever be the port at which the cargo is to be discharged; and

Sixthly, that the general report to the Naval Conference shall be considered by all Prize Courts to be an authoritative statement of the meaning and intention of the said Declaration and that the provisions of the said Declaration shall be interpreted in the light of the commentary given therein.

## Newspaper Morals.

A decent newspaper does not and must not adapt its pleadings to its clients' moral limitations. Intellectual limitations? Yes. It is restricted by a line beyond which intelligence and education alike would be at sea, and only specialists and experts would understand. But moral limitations? No. The paper in this regard is less like the lawyer and more like the judge. A judge can properly adapt his charge in simplicity of form to the intellectual limitations of the jury, but it will scarcely be contended that he may adapt his charge in its substance to the moral limitations of the jury. No more can any self-respecting paper pander with what it believes to be the right and the truth because of any moral limitations in its constituency. Demagogic papers may do it. But the decent Press which lies between does not thus stultify itself.—*The Atlantic Monthly*.

## TAI ON PIRACY.

Seventeen of the Pirates Shot at Canton.

The Colonial Secretary forwards us the following information for publication:—

Seventeen of the pirates concerned in the Tai On piracy in April last were recently tried at Canton and sentenced to be shot. The sentence was carried out at the East Gate, Canton, at noon on the 22nd September, 1914.

## BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th September, 1914, as certified by the Managers of the respective Banks are:—

Chartered Bank of India, Australia and China.—Notes, \$5,882,697; specie, \$5,000,000.  
Hongkong and Shanghai Banking Corporation.—Notes, \$22,903,533; specie, \$17,500,000.  
Mercantile Bank of India, Limited.—Notes, \$1,048,373; specie \$600,000.  
Total.—Notes, \$29,834,603; specie \$23,100,000.

## THE BIJOU THEATRE.

To-night there will be screened at the Bijou Theatre a powerful and sensational picture of detective drama entitled "The Mystery of the Old Mill." This film is about 3,000 feet in length and is screened for the first time in Hongkong. Professor Lenz still continues to attract the public with his wonderful magic acts. On Monday night the Management is giving a benefit performance in aid of the Prince of Wales' Fund. The Orient String Band will be in attendance.

## STOLE A HANDBAG.

This morning, at the Police Court, before Mr. J. R. Wood, a Chinese was charged with the theft of a silver handbag from a show case on the premises of Messrs. Mehta & Co., Pedder Street, valued at \$100.

It was alleged by the prosecution that the prisoner was seen with the bag in his hand, going towards the door, but as soon as he perceived that he was being watched, he slid it down behind one of the counters.

He was sent to prison for a month, with four hours' strokes.

## Kailan Output.

The total output of the Kailan Mining Administration's mines for the week ending September 19, amounted to 44,305.25 tons and the sales during the period to 43,510.51 tons.

## Prince of Wales' Fund in Singapore.

In connection with the Prince of Wales' Fund, in aid of those suffering from the War, Mr. Syed Omar Alsagoff and Mr. Syed Mohamed bin Agil are collecting for the Mohammedans of Singapore. The circular was issued yesterday and from the initial entries it is clear that the Mohammedan communities of Singapore will respond nobly to the cause of charity.

## SANITARY BOARD.

The following are the orders of the day for Tuesday, October 6.

1. Letter from Government relative to the return from leave of Mr. Orme, Head of the Sanitary Department.

2. Letter from Government relating to Mr. Goldring's motion re Sanitary Inspectors and Military Service.

3. Report from the Government Analyst on the public water supplies for the month of September, 1914.

4. Limewashing return for the fortnight ending 15th September, 1914.

5. Mortality return for Hongkong for the weeks ending 6th, 13th and 20th September, 1914.

6. Mortality return for Macao for the weeks ending 13th and 20th September, 1914.

7. Rat return for the weeks ending 19th and 20th September, 1914.

## VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut.-Col. A. Chapman V.D., state:—O. C.s. will collect as early as possible and forward to the Staff Officer for revision all the "Alarm" lists in possession of men of their units, together with a statement of any changes of addresses or telephones.

The following men having joined the Corps are allotted Corps numbers and posted as follows:—

No. 1645 Pte. P. Keyser to Civil Service Company, No. 1648 Pte. W. Thomson to Stretcher Bearer Section, No. 1647 Sapper J. C. Saunders to Engineer Company, No. 1648 Pte. A. J. Dennis to Scouts Company, No. 1649 Pte. D. Davies to Stretcher Bearer Section, No. 1650 Pte. R. A. Stokes to Scouts Company, No. 1651 Pte. F. J. Rodriguez to Signalling Section, No. 1652 Pte. C. H. Chaves to Signalling Section, No. 1653 Sapper L. Pass to Engineer Company, No. 1654 Sapper G. Best to Engineer Company, No. 1655 Pte. W. H. Jenkins to Civil Service Company.

No. 1656 Gr. C. MacKay is transferred from H.K.V.R. allotted Corps number and posted to No. 2 Section Artillery Battery.

Sergeant B. F. Chapman is granted leave of absence from 21.9.14 to 20.9.15. Bomb. R. Henderson is granted leave of absence from 21.9.14 to 21.9.15. Pte. A. D. Hooke is granted leave of absence from 29.9.14 to 18.1.15.

Parades for to-morrow Sunday 4th instant. Nil. Parades for Monday 5th instant, 6.0 a.m. One Section Scouts Company—Aiming Drill and Musketry Instruction under Sergl. Major Murphy D.C.L.I. Remainder Group 3 under Company Officers. 5.45 p.m. Groups 1 and 2 parade at Volunteer Headquarters for lecture by Col. Moberly 25th Punjab.

On duty to-morrow, Sunday, 4th instant, Group 3. Officers on duty, Lieut. Hutchinson and 2/Lt. Swire. Orderly Officer, 2/Lt. Swire. On duty Monday, 5th inst. Group 1 and Civil Service Company. Officers on duty, Capt. Scott, Capt. Churchill and Lieut. Kennett. Orderly Officer, Lieut. Kennett. To furnish Guard to-night, Centre Section M.G.Co. to-morrow, No. 1 Section Artillery Battery. Monday, 5th inst. No. 2 Section Artillery Battery. Orderly Sergeant to-night Sergt. Cooper, to-morrow Sergt. Crawford. Monday, 5th inst., Sergt. Frith.

No Orders will be published to-morrow, Sunday 4th instant. Hongkong Volunteer Reserves. Parades.—Tuesday, the 6th October, Nos. 1, 2 & 3 Companies at 5.00 p.m.

All Officers of Reserves and N.O.s, above the rank of Corporal will attend at Volunteer Headquarters for lecture at 5.45 p.m. on Monday, 5th instant.

## FOOTBALL.

The Hongkong Police are to play "The Men of Kent," at Stonecutter's Island on Tuesday, the 6th inst., at 3.30 p.m. The police team is:—

Goal, R. Swan; backs, Gardiner and J. Clark; half-backs, Cave, Kelly and Drury; forwards, Wilson, A. Clark, Reid, Allchurch and Dick. Reserves, Edwards and Hollands.

## Via Siberia.

A correspondent, writing to the *Times*, points out that the rapid increase in the traffic over the Trans-Siberian system to the Far East is to be directly attributed to the improvement in the facilities offered. At the present time it is possible for a passenger to leave London on a Sunday and arrive at Shanghai via the Russian railway system in 14 days, against 35 days when making the journey via Suez; and when the railway improvements, which have now been sanctioned by the Russian Government, are completed, the time of the journey to Peking will be reduced by two days, and the journey will then take 11 days only. This is being accomplished by the increased mileage of double tracks on the route, by the provision of new bridges, and other permanent-way work. It is estimated that the total cost of the double tracking of the 2,150 miles of Trans-Siberian route will amount to about £13,000,000. The expenditure, says the correspondent, ought to be justified by the traffic; it cannot be too strongly emphasized that whereas Russian railway enterprises in Asia was formerly connected with plans for territorial expansion and offensive strategy both in the Middle and the Far East, it is now based upon ordinary commercial considerations of Imperial defence and the peaceful development of these vast territories.

## TO-DAY'S ADVERTISEMENTS.

### NOTICE.

Monday, the 5th October, 1914, being the Fourth Anniversary of the Republic of Portugal, Consul Joao J. Lelira will be "At Home" at the Consulate, No. 47 Wyndham Street, to Members of the Portuguese Community, Officials, his Consular Colleagues and Friends, from 11.30 a.m. to 1 p.m.

The Consulate will be entirely closed for the transaction of business on that day. Hongkong, 3rd October, 1914.

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

**TUESDAY,** the 6th October 1914 commencing at 11 a.m. at his Sales Rooms, Duddell Street,

**A Quantity of Provisions** comprising:—  
PRESERVED VEGETABLES, FRUITS, MILK, ASPARAGUS, COCOA, COFFEE, VERMICELLI, MACARONI, APPLE & PLUM BUTTER, BUTTER and MARGARINE etc., etc., etc.  
On view now.

Terms—Cash on delivery.  
GEO. F. LAMBERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

**SATURDAY,** the 10th October 1914, commencing at 11 a.m. at his Sales Rooms, Duddell Street, **103 Pairs Gents' and Ladies Boots and Shoes** Also

95 Suit Lengths.

On view from Friday the 9th October.  
Terms—Cash on delivery.  
GEO. F. LAMBERT, Auctioneer.







## DIARY OF WAR.

## COUNTRIES AT WAR.

|                 |          |
|-----------------|----------|
| Germany against | Britain. |
| "               | Russia.  |
| "               | France.  |
| "               | Belgium. |
| Austria against | Serbia.  |
| "               | Russia.  |
| "               | Britain. |
| "               | France.  |

## Events that Brought it About.

1878.—Berlin Congress charges Austria-Hungary with the occupation of Bosnia and Herzegovina.

1885.—Austria-Hungary saves Serbia from destruction by Bulgaria.

1900.—Tariff war between Austria-Hungary and Serbia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Serbia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpected. Semi-official *Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

Since Fighting Began.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgium continues. Martial law in Germany. London Stock Exchange closed.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Proskien; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cobden invades Germany near Biala. Germans invade France near Cirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—Severe fighting on River Drin between Serbians and Austrians. Patriotic scenes outside Buckingham Palace. Wales decides to raise mounted regiment for service abroad. France protests against German shots of war. Russian Fleet driven into Gulf of Finland by Germans. British Mediterranean Fleet clears for action. Martial law at Malta.

August 4.—Earl Kitchener sails; but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilburg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector General of British Forces. Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion

sinks German mine-layer Koenigsluke and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are hors de combat.

August 8.—German Cavalry Division crosses Meuse, but is practically annihilated by Belgians. Its 'frimly refuses to fight. Bank of England rate reduced to 5 per cent. British seize South Togoland from Germans and French enter North Togoland. British Government accepts Australia's offer of 20,000 men. French troops enter Alsace-Lorraine.

August 9.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany. Earl Kitchener appeals for 100,000 men. Russians enter Austrian territory near the valley of Styria.

August 12.—Belgium reports that German advance guards are falling back on main Army. Terrific cannonading heard from Tongres.

August 13.—Belgians hold their own in first engagement in the open at Hasselt. British Admiralty announces that it is confident of its ability to keep the trade routes open. Great Britain and Austria at war. Belgians victorious in fight with Germans at Haelen, German losses being three-fifths of those engaged. French defeat Germans in a battle along the River Ourain; regiment of Dragons annihilated.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete; whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Hasselt and Namur.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Cirey. Cannonade heard at Tirmont; believed to be beginning of the great battle. Germans endeavouring to envelop extreme left of Allied Forces. Russians victorious on the Danube; Fourth Austrian Infantry and First Cavalry Regiments annihilated.

August 16.—Japan sends ultimatum to Germany demanding that Kiauchau be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Budua, sinking two ironclads and setting fire to another.

August 17.—Big battle proceeding at Schabatz; rumours of a Serbian victory. Kaiser leaves Berlin for Mainz with Headquarters Staff. French troops advancing all along Alsace-Lorraine. Russians enter Austria by upper course of the Bug and Styria. French Fleet sweeps Adriatic as far as Cattaro. Officially announced that British Expeditionary Force safely lands on French soil.

August 18.—Serbians rout Austrians near Schabatz, annihilating three Regiments. German Crown Prince reported wounded and in hospital. French troops making methodical progress in Alsace-Lorraine. Germans on trenching along Belgian battle front. Belgian Royal Family and Government move to Brussels.

August 19.—Fierce battle proceeding between Belgians and Germans along an extended front. Liege forts still intact. Serbians victorious in fight with 80,000 Austrians. Germans repulsed in again attempting to cross the Meuse near Dinant.

August 20.—Majority of Italian cabinet said to favour intervention on the side of the Triple Entente. Russians occupy Gumbinnen, capturing twelve guns and many prisoners. German troops cross the Meuse between Liege and Namur. French forces reach Moerchingen, south-east of Metz. French occupy Guéville, in Alsace. Russians enter East Prussia and occupy Lyk. French occupy Mulhausen at the point of the bayonet. Germans occupy Buzel.

August 21.—At request of Canadian Government, Duke of Connaught remains Governor-General during the war. French troops achieve brilliant success

between Mulhausen and Altkirch, capturing 24 guns. Germans retreating on the Rhine. Belgian Army retires to Antwerp in good order and is ready to co-operate with the Allies. Understood that Britain arranges £10,000,000 loan to Belgium. Germany not yet replied to Japanese ultimatum.

August 22.—Germans impose war levies of £2,000,000 and £8,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons passes war appropriation of \$50,000,000. Serbians rout Austrians along the Drina. Russian successes reported at Gumbinnen and Galicia. France protests against German use of dum-dum bullets. Press Bureau announces that military position of Allies is satisfactory. Germans occupy Alost and Wetteren. German artillery attack on Namur begun.

August 23.—Japan declares war on Germany.

August 24.—French Foreign Minister announces that contact has been established between the forces all along the line without advantage to either side. Japan begins bombardment of Tsingtau. Russians occupy Arys, west of Lyck. Serbians clear the country at Lomniza, Lebnitz and Schabatz, defeating Austrian column. Serbians ready to cross the Save and invade Hungary. Belgians clear country around Antwerp. Big battle in progress between allies and Germans; Earl of Leven dangerously wounded. Namur falls to Germans. Charleroi taken and retaken.

August 25.—Italian Premier announces that Italy will not abandon neutrality. Heavy fighting in Belgium between Allied Forces and Germany; enormous losses; British casualties total 2,000. British and French forces fall back on covering positions; Germans unable to carry out counter-attack. Four Namur forts still intact. Germans bombard Malines, but Belgians retaliate and drive them towards Vilvorde.

August 26.—Russians continue on offensive on East Prussian frontier; German forces being compelled to retreat on Königsberg. Russian advance in East Prussia continues. Togoland surrenders to British.

August 27.—French continue to advance between the Vosges and Nancy. Russians occupy Allenstein and continue their advance.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland. Russians secure victory at Rominoff and approach within 20 miles of Lemberg, capturing 4,000 prisoners. Announced that Russians completely invest Königsberg. Belgians rout a German Army Corps, which withdraws in disorder to Louvain.

August 29.—German troops being withdrawn from Belgium, owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand.

August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Laon, towards Mezieres. Fighting reported at Bapaume, 25 miles from Amiens. Fresh German troops appear along Russian frontier; battle continues along whole Austrian front. Announced that German destruction in Louvain arouses intense indignation in America. French gain a considerable success at Guise. Australian Premier calls for second expeditionary force.

Sept. 1.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns.

Sept. 2.—List of British casualties published. Details:—Officers killed, 36; wounded, 67; missing, 95. Men killed, 127; wounded, 829; missing, 4,183. Russians sustain reverse in local engagement in East Prussia but defeat three Austrian Army Corps near Lemberg, capturing 150 guns and inflicting enormous losses on enemy. Japanese occupy seven islands of Kiauchau, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues

proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Hsialic. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 260,000. Announced that Germans continue to leave the entrenched camp of Paris on their right, marching south-east. Germans evacuate Compiègne and Senlis districts. Great patriotic demonstration at the Guildhall.

September 5.—German squadron sinks 15 British fishing boats in North Sea; the crews being taken prisoners. Announced that Britain, France and Russia mutually engage not to conclude peace separately during the war.

September 6.—Press Bureau announces that in recent fighting British casualties total 15,000 and German losses three times that number. Austrians make fruitless attempt to pierce Russian lines, losing 5,000 prisoners.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated. Allies' success over Germans at St. Quentin officially confirmed. Germans lose 3,000 men in a terrific encounter west of Malines; further losses sustained owing to

opening of dykes to the south-east of Antwerp. Germans destroy Dinant by shell-fire and incendiary. Announced that altogether 12 Austrian divisions have been completely destroyed by Russians near Lemberg.

September 8.—Russians capture Mikolejoff and Rawarska, and convert Galicia into Russian Province. British casualties to date:—Officers: killed, 63; wounded, 162; missing, 230. Men: killed, 212; wounded, 1,061; missing, 13,413. Germans retire before the British and cross the Meuse. Fifth French Army meets with equal success, making many captures. Germans suffer severely all along the line. No change in Alsace. Viceroy of India announces that 70,000 Indian troops are already on the way to the front. In the House of Commons, a summary of offers of service, money, etc., made in India to the Viceroy, is read; greeted with cheer after cheer.

September 10.—Force of 60,000 Germans hurrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.1-2 miles. British squadrons make a complete sweep of the North Sea; no German ships seen.

Sept. 12.—Whole German right wing falling back in disorder.

or, Allies pursuing them. German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy. Australian Squadron occupies Herbersthohe, German New Guinea. French troops occupy Soissons and Laneville. German left wing retreating.

Sept. 13.—Announced that Allies' victory becoming more and more complete everywhere. Germans evacuate Nancy region after a ten days' attack; casualties, 20,000 men at Nancy and 11,000 men at Luneville.

Sept. 14.—Germans evacuate Amiens, and give way at Revigny and Brabant-le-roi. Crown Prince's Army driven back French territory on east frontier free of enemy. Russians capture 8,000 prisoners and great quantities of war material at Lwarska, and occupy Czernowitz. Serbians defeat 90,000 Austrians at the angle of the Rivers Drina and Save. Announced that German cruiser *Hela* was sunk by hostile submarines.

Sept. 16.—Crown Prince's Army driven farther back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

Sept. 17.—Germans halt in their retreat and take up entrenched positions; Battle of the

Aisne begins. Austrian armies evacuating Galicia, in a state of complete rout. Announced that Government of India bears cost of Indian Expeditionary Force.

Sept. 18, 19 and 20.—Battle of the Aisne continues. German counter-attacks failing. Germans fire on Rheims Cathedral, setting historic building on fire.

Sept. 22.—H.M. ships *Aboukir*, *Cressy* and *Hogue* sunk by German submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

Sept. 23 to 25.—The great battle continues; German counter-attacks being everywhere repulsed. Land fighting begins around Tsingtau.

Sept. 27.—Capital of the Cameroons surrenders unconditionally to British Force.

Sept. 28 and 29.—Battle of the Aisne continues. Allies' beating back severe attacks by the enemy.

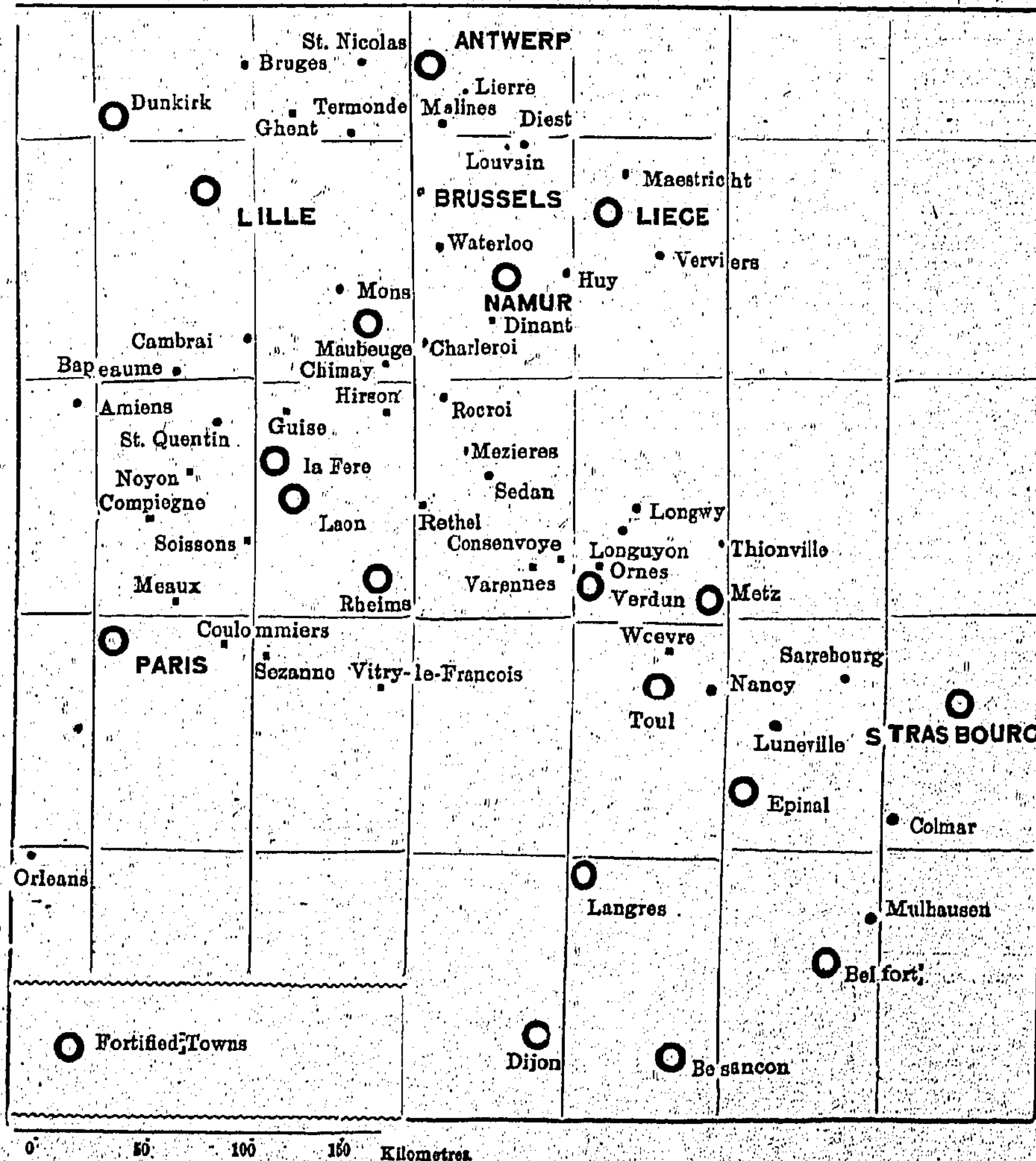
Sept. 30.—Big battle continues in favour of Allies, who make slight progress all along the line. Germans bombard Antwerp, but are repulsed. Russians continue to progress and are reported half way to Buda Pest.

Oct. 1.—Announced that H.M.S. *Cumberland* has captured nine German liners and one gunboat in Cameroon River. Allies' position in France reported entirely satisfactory.

## THE WAR.

## Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advices are to the effect that the great battle continues all along the line. The most violent fighting is taking place between Noyon and Soissons. The Germans have bombarded Antwerp and Liege, and it is feared the latter place is destroyed.



## EXCHANGE.

|                         |         |      |
|-------------------------|---------|------|
| On Shanghai Germany...  | ..      |      |
| On T.T. France.....     | ..      |      |
| On Haiphong ...         | Nom.    |      |
| On Saigon .....         | ..      |      |
| On Bankbok .....        | 86      |      |
| Buying.                 |         |      |
| 4 m/s. L/C .....        | 1/10    | 1/8  |
| 4 m/s. D/P .....        | 1/10    | 1/4  |
| m/s. L/C .....          | 1/10    | 1/4  |
| 30 d/s. Sney & M.,      | 110     | 9    |
| 10 d/s. San P'cc & N.Y. | 46      |      |
| m/s. Marks .....        |         |      |
| m/s. Frances .....      |         |      |
| m/s. do .....           |         |      |
| Gold Leaf per tael ..   | \$56.60 |      |
| Sovereign .....         | 11.05   | Nom. |
| Bar Silver, ready ..... | 44      |      |
| forward .....           |         |      |
| Bank of England rate    |         |      |
| Y COINS.                |         |      |
| sterling:—              |         |      |
| Hongkong 20 cts. pieces | \$12    | 1/8  |
| Hongkong 10 .....       | \$12    | 1/4  |
| BANKS                   |         |      |

**RESERVE FUNDS:**  
 Sterling £1,500,000 at 2/-  
 — \$15,000,000  
 Silver — \$18,000,000  
 \$33,000,000

**Reserve Liability of**  
 Proprietors ..... \$15,000,000

**COURT OF DIRECTORS.**  
 Hon. Mr. D. Landale.—Chairman  
 W. L. Patenden, Esq.—Deputy  
 Chairman.  
 S. H. Dodwell, Esq.  
 G. T. M. Edkins, Esq.  
 C. S. Gubbay, Esq.  
 F. H. Holyoak, Esq.  
 J. A. Plummer, Esq.  
 Hon. Mr. E. Shellim.

**CHIEF MANAGER:**  
 Hongkong—N. J. Stabb  
**ACTING MANAGER.**  
 Shanghai—J. D. Smart.  
 London—Bankers—London  
 County and Westminster  
 Limited.

**Branches—Interest Allowed**

In the matter of the Companies

"s objects be altered so as  
 "to read as in the Print signed  
 "by the Chairman of the  
 "Meeting for the purposes of  
 "identification."  
 And notice is further given that  
 the said Petition is directed to be  
 heard before His Honour Mr. Justice  
 Henry Hesse Johnston Gompertz  
 Acting Chief Justice of the said  
 Court on Wednesday the 21st day  
 of October 1914 at 10.30 o'clock  
 in the forenoon and any person  
 interested in the said Gompertz

the above. Ordinance should appear at the time of hearing by himself, or his Counsel for the purpose and a copy of the said Petition will be furnished to any such person, requiring the same by the undersigned the Company's Solicitors on payment of the regulated charge for the same.

Dated the 21st day of August 1914.

**DEACON, LOOKER, DEACON & HARSTON,**  
1, Des Voeux Road, Central Hongkong.  
Solicitors for the Company

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**NOTICE OF REMOVAL.**

We have this day removed our offices to Prix ce's Building second floor.

**HARRY WICKING & Co**  
Hongkong, 1st October, 1914.

City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the EASTERN and WESTERN Divisions by Nathan Road and a straight line drawn from the North and through the Yau Ma Tei service reservoir to the Northern boundary of Kow'oon.

E. W. HAMILTON  
Secretary.

Dated this 1st day of October, 1914.

8.50 P.M. and 9 P.M. 10 P.M. to 11 P.M. every half hour:  
11 P.M. to 12.45 P.M. every quarter of an hour.

**SUNDAYS**

|                          |               |
|--------------------------|---------------|
| 7.45 A.M. to 10.30 A.M.  | EVERY 15 MIN. |
| 10.30 A.M. to 12.00 P.M. | 15 MIN.       |
| 12.00 P.M. to 12.30 NOON | 15 MIN.       |

**FOREIGN EXCHANGE** and General Banking business transacted.  
**CURRENT ACCOUNTS** opened and **FIXED DEPOSITS** received for 1 year or shorter periods at rates which will be quoted on application.  
**Wm. DICKSON.**

**CO., LTD.**  
(Capital Paid up...\$1,250,000.)  
**Loans on Mortgage of House Pro  
perty, &c.**

System.  
(Rates and Particulars on application).  
The Office of  
TRUSTEE, EXECUTOR OF  
WILLS, ATTORNEY, &c.,  
Undertaken and Executed  
SHEWAN, TOMES & Co.  
General Managers.  
Hongkong, 19th March, 1908.

Bank to be placed on **FIXED**  
**DEPOSIT** at 4 per cent. p  
 annum.  
 For the Hongkong and Shan  
 hai Banking Corporation,  
**A. G. STEPHEN,**  
 Acting Chief Manage

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**THE MERCANTILE BANK OF**  
**INDIA, LIMITED.**

**Bank of England.**  
**London Joint Stock Bank,**  
**Limited.**

Every description of Exchange  
business transacted.  
Interest allowed on Current A  
counts at 2 1/2 per cent per annum

A. R. LINTO.  
Manager,  
**OPIUM QUOTATIONS.**

|                    |       |       |
|--------------------|-------|-------|
| Patna, New .....   | 8,325 | per c |
| Patna, Old .....   | 9,200 | "     |
| Benares, New ..... | 9,050 | "     |
| Benares, Old ..... | 8,825 | "     |

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**THE ALEXANDRA CAFE**  
 Cannot be Beaten, if Equals  
 For Bread, Cakes, Confections  
 and meals with Wines & Liquors



